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The Washington Historical Quarterly

1921

VOLUME XII

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INDEX TO VOLUME XII, 1921

Alaska Purchase and J. L. McDonald (Farrar) ---- 83-90
Alsea Texts and Myths, by L. J. Frachtenberg, (Noted) ---- 73-74
Associates of Eighty-Nine, Meeting June 6, 1921 ---- 239
Authorship of the Anonymous Account of Captain Cook's Last Voyage, by F. W. Howay ---- 51-58
Bagley, Clarence B. Presents the Records of the Washington Mill Company of Seabeck ---- 159
Balch, Capt. Lafayette ---- 222
(The) Barrell Letters (Howay) ---- 243-271
Barrington's Translation of Mourelle's Journal Reprinted. Review ---- 232-234
Bastien, Isaac. (Note) ---- 228
Bell, James C. Edits Narrative of Joseph Williams ---- 231-232
Bernier, Marcel Isadore. (Note) ---- 69
Bibliography of Railroads in the Pacific Northwest. By Marian Cordz 91-114
Boit, John. New Log of the *Columbia* ---- 3-50
Bonney, W. P. Naming Stampede Pass ---- 272-278
Boston Traders in the Hawaiian Islands, 1789-1823. By S. E. Morison ---- 166-201
Bryce, James. Modern Democracies. Reviewed by J. Allen Smith ---- 304-305
Bulfinch, Charles. Affidavit Regarding Lost Log of the *Columbia* ---- 3-5
Campbell, John Victor. Death ---- 314
Canoes of Puget Sound. By Waterman and Coffin. (Noted) ---- 153-154
Centralia Tragedy and Trial, by B. H. Lampman. (Noted) ---- 76
Captains Gray and Kendrick: The Barrell Letters. By F. W. Howay 243-271
Cobb, John N. Pacific Salmon Fisheries. Review ---- 308
Columbia River. New Light on Discovery of. Log of John Boit ---- 3-50
Condon, John T. The Oregon Laws of 1845 ---- 279-282
Cook, Captain James. Anonymous Account of his Last Voyage (Howay) ---- 51-58
Cordz, Marian. Bibliography of Railroads in the Pacific Northwest ---- 91-114
Cowlitz Farm. (Note) ---- 137
Dement, Lieut. John. (Note) ---- 227
Doctorate in History, offered at University of Washington ---- 160
Dumbell, K. E. M. Seeing the West. Reviewed by Helen D. Goodwin 71-72
Eastern Washington State Historical Society Announces the publication of Ranald Macdonald's Narrative ---- 157-159
Eaton, Charles H. (Note) ---- 223
Elliott, T. C. Review of Luttig's Journal of a Fur-Trading Expedition on the Upper Missouri, 1812-13 ---- 149
Elliott, T. C. Review of Smith's Pacific Northwest Americana ---- 230-231
Evergreenness in the Puget Sound Region. By G. B. Rigg. (Noted) 154
Facts About George Washington. By Junius Thomas Turner ---- 163-165
Faris, John T. Seeing the Far West. Reviewed by Helen D. Goodwin 71-72
Farrar, Victor J. Inaugurates Course in the History of Alaska ---- 239
Farrar, Victor J. Joseph Lane McDonald and the Purchase of Alaska 83-90
Farrar, Victor J. Review of McGuire's In the Alaska-Yukon Game Lands ---- 305-306
Farrar, Victor J. Editor, The Nisqually Journal, 1850-1851 ---- 68-70; 137-148; 219-228; 300-303
Finlayson, Roderick. (Note) ---- 69, 137
Force Collection of Books ---- 78-79
Forrest, Charles. (Note) ---- 220
Fort Nisqually. (Note) ---- 139, 122
Fort Vancouver, Old Map of ---- 311-313
(The) Frontier in American History, by F. J. Turner, Reviewed by E. S. Meany ---- 73

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Furlong, Charles W. Let 'er Buck; a Story of the Passing of the Old West. Reviewed by Christina D. Smith ---------- 306
Geographic Names of Washington, by E. S. Meany ---------- 59-67; 115-136; 211-218; 288-299
George Emery, Brig (Note) ---------- 222
Gibson, Lieut. John B. (Note) ---------- 221
Glasgow, Thomas W. (Note) ---------- 68, 140, 224
Golder, Frank A. (Note) ---------- 239
Golder, Frank A. Special Agent for Hoover War Collection ---------- 79
Goodwin, Helen D. Review of Dumbell's Seeing the West ---------- 71-72
Goodwin, Helen D. Review of Faris' Seeing the Far West ---------- 71-72
Goodwin, Helen D. Review of Neihardt's The Splendid Wayfaring 149-150
Governments Charts. (Note) ---------- 313
Gray, Captain Robert and the Destruction of His Log of the *Columbia* 3-5
Gray, Captain Robert and Kendrick, John: The Barrell Letters (Howay) ---------- 243-271
Gunther, Erna. Review of Books by T. T. Waterman and Others on Native Houses of Western North America ---------- 229-230
Haden, Dr. I. A. (Note) ---------- 147, 221
Hancock, Samuel. (Note) ---------- 68
Houses of Indians of Western North America. Reviews ---------- 229-230
Howay, F. W. Authorship of the Anonymous Account of Captain Cook's Last Voyage ---------- 51-58
Howay, F. W. Captains Gray and Kendrick: The Barrell Letters ---- 243-71
Hudson's Bay Company. History by Sir William Schooling reviewed 236-237
Humphrey, Grace. Women in American History. Review ---------- 308
Idaho State Historical Society. Biennial Report. (Noted) ---------- 151
In the Alaska-Yukon Gamelands (McGuire). Reviewed by Victor J. Farrar ---------- 305-306
Indian Houses of Puget Sound. Review ---------- 229-230
Inland Empire Pioneer's Association. Meeting, June 14, 1921 ---------- 239
International Boundary Commission. Joint Report. Review ---------- 234-236
Joseph Lane McDonald and the Purchase of Alaska, by V. J. Farrar 83-90
Journal of a Fur-Trading Expedition on the Upper Missouri, 1812-13 by J. C. Luttig. Reviewed by T. C. Elliott ---------- 149
Kendrick, Captain John and Gray, Robert: The Barrell Letters (Howay) ---------- 243-271
King of the Olympics, by E. B. Webster. (Noted) ---------- 76
Lampman, Ben Hur. Centralia Tragedy and Trial. (Noted) ---------- 76
Larsen, J. A. O. Appointment as Professor in the History Department, University of Washington ---------- 240
Let 'er Buck; A Story of the Passing of the Old West. (Furlong). Reviewed by Christina D. Smith ---------- 306
Linklater, Thomas. (Note) ---------- 138-226
Lucas, Henry Stephen. Appointment as Professor in History Department, University of Washington ---------- 240
Lumber Mill Records ---------- 159
Luttig, John C. Journal of a Fur-Trading Expidition on the Upper Missouri, 1812-13. Reviewed by T. C. Elliott ---------- 149
McAllister, James. (Note) ---------- 69
McDonald, Joseph Lane and the Purchase of Alaska (Farror) ---------- 83-90
Macdonald, Ranald. Narrative of His Experiences in Japan to be published ---------- 157-159
McGuire, J. A. In the Alaska-Yukon Gamelands. Reviewed by Victor J. Farrar ---------- 305-306
Mackenzie, J. Ross. Narrative of James Sweeney ---------- 202-210
Massachusetts Historical Society. Proceedings 1919-20. Noted for Boit Journal ---------- 150-151
(The) "Mazama", 1920. (Noted) ---------- 74

Meany, Edmond S. Review of Turner's The Frontier in American History ---- 73
Meany, Edmond S. Washington Geographic Names ---- 59-67; 115-136; 211-218; 288-299
Meek, Joseph. (Note) ---- 147
Modern Democracies, by James Bryce. Reviewed by J. Allen Smith 304-305
Morison, S. E. Boston Traders in the Hawaiian Islands, 1789-1823 ---- 166-201
Morris, William A. (Note) ---- 79
(The) "Mountaineer", 1920. (Noted) ---- 74
Mourelle, Francisco Antonio. Journal of a Voyage Northward of California in 1775. Review of new edition ---- 232-234
Naming Stampede Pass. By W. P. Bonney ---- 272-278
Narrative. By James Sweeney ---- 202-210
Neihardt, John G. The Splendid Wayfaring. Reviewed by Helen D. Goodwin ---- 149-150
New Log of the *Columbia*, by John Boit ---- 3-50
Nisqually Journal, 1850-1851. Edited by Victor J. Farrar. ---- 68-70; 137-148; 219-228; 301-303
Nisqually Landmarks Visited ---- 240
Old Fort Nisqually. (Noted) ---- 139-222
Oregon Historical Society, Annual Meeting, 1920 ---- 80
(The) Oregon Laws of 1845. By John T. Condon ---- 279-282
Pacific Coast Branch of American Historical Association. Meeting, 1920 80
Pacific County Pioneers. Meeting, 1921 ---- 314
Pacific Northwest Americana (Smith). Reviewed by T. C. Elliott 230-231
Pacific Northwest History Checklist. (Note) ---- 78
Pacific Northwest Library Association. Proceedings, 1920. (Noted) 151-152
Pacific Salmon Fisheries, by J. N. Cobb. Review ---- 308
Parkman's Oregon Trail. Edited by William MacDonald. (Noted) 153
The Peace Portal. By Peace Portal Committee ---- 283-287
Peace Portal Committee. The Peace Portal ---- 283-287
Pioneer Association of the State of Washington. Annual Meeting, 1921 ---- 240
The Plains and the Rockies: A Bibliography, by H. R. Wagner. Reviewed by C. W. Smith ---- 72
Prosch Manuscripts ---- 159-160
Puget Sound Canoes. By Waterman and Coffin. (Noted) ---- 153-154
Railroads in the Pacific Northwest. Bibliography ---- 91-114
Reed, Alfred L. Training for the Public Profession of Law. Review 307-308
Ricard, Rev. Pascal. (Note) ---- 224
Rigg, George B. Some Factors in Evergreenness in the Puget Sound Region. (Noted) ---- 154
Roberts, George B. (Note) ---- 137, 223
The Roosevelt Memorial Association ---- 309
Ross, John. (Note) ---- 140
Ross, Walter. (Note) ---- 140, 221
Ross Ville. (Note) ---- 222
Sargent, Elijah N. ---- 226
Scholz, Richard F. Appointed President of Reed College ---- 159
Schooling, Sir William. The Governor and Company of Adventurers of England Trading into Hudson's Bay During Two Hundred and Fifty Years, 1670-1920. Review ---- 236-237
Seabeck Lumber Mill Records ---- 159
Seeing the Far West, by J. T. Faris. Reviewed by Helen D. Goodwin 71-72
Seeing the West, by K. E. M. Dumbell. Reviewed by Helen D. Goodwin 71-72
Simmons, Michael T. (Note) ---- 224
Smith Charles W. Pacific Northwest Americana: A Checklist. Reviewed by T. C. Elliott ---- 230-231
Smith, Charles W. Review of Wagner's The Plains and the Rockies 72

Smith, Christina D. Review of Furlong's Let 'er Buck; a Story of the Passing of the Old West ---------- 306
Smith, J. Allen. Review of Viscount Bryce's Modern Democracies --304-305
The Splendid Wayfaring, by J. G. Neihardt. Reviewed by Helen D. Goodwin ---------- 149-150
Stampede Pass, Naming of (Bonney) ----------272-278
Sweeney, "Bill", see Sweeney, James
Sweeney, James. Narrative ----------202-210
Tinalquot. (Note) ---------- 139
Turner, Frederick J. The Frontier in American History. Reviewed by E. S. Meany ---------- 73
Turner, Junius Thomas. Facts about George Washington ----------163-165
Vancouver Cruise. (Note) ---------- 314
Wagner, Henry R. The Plains and the Rockies. Reviewed by C. W. Smith ---------- 72
Washington, George, Facts about (Turner) ----------163-165
Washington Geographic Names, by Edmond S. Meany ----------59-67; 115-136; 211-218; 288-299
Waterman, T. T. and Coffin, Geraldine. Types of Canoes on Puget Sound. (Noted) ----------153-154
Waterman, T. T. and Greiner, Ruth. Indian Houses of Puget Sound. Reviewed by Erna Gunther ----------229-230
Waterman, T. T. and others. Native Houses of Western North America. Reviewed by Erna Gunther ----------229-230
Webster, E. B. King of the Olympics. (Noted) ---------- 76
Wells, H. G. Outline of History. (Noted) ----------152-153
Williams, Joseph. Narrative of a Tour From the State of Indiana to the Oregon Territory in the Years 1841-2. Review----------231-232
Young, Ewing and his Estate, by F. G. Young. (Noted) ---------- 75-76
Young, Frederick J. Ewing Young and his Estate. (Noted) ------ 75-76

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Contents

JOHN BOIT.....A New Log of the Columbia..... 3

F. W. HOWAY, F. R. S. C.....Authorship of the Anonymous Account of Captain Cook's Last Voyage..... 51

EDMOND S. MEANY.....Origin of Washington Geographic Names 59

DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 68

BOOK REVIEWS 71

NEWS DEPARTMENT 78

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NEW LOG OF THE COLUMBIA BY JOHN BOIT.

Introduction.

The discovery of the Columbia River in 1792 was the first and greatest among the important events, which resulted in the establishment of American possessions on the Northwestern Coast. Any document relating to that event would be prized and here we have one of peculiar importance.

Captain Gray's original and official log of the *Columbia* is lost. That statement has been made often but the definite and authoritative statement of the loss has rarely been given. In the United States Public Documents, Serial Number 318, there may be found Senate Document 470, of the twenty-fifth Congress, second session. Pages 14-23 of that document contain an affidavit by Charles Bulfinch, dated at Boston April 21, 1838. He was the last survivor of the group of men who owned the *Columbia* and sent her on the memorable voyages to the Northwest Coast of America. In his seventy-fifth year he prepared this affidavit, "which statement," he said, "may in future be important in determining the right of the United States to the honor of discovering the river, and, consequently, to the right of jurisdiction over the country adjacent."

Mr. Bulfinch testifies that Joseph Barrell projected the enterprise and supplied two-sevenths of the necessary means. He had five associates, each supplying one-seventh, as follows: Samuel Brown, John Derby, Crowell Hatch, John M. Pintard and Charles Bulfinch. In the autumn of 1787 they sent out the ship *Columbia,* Captain John Kendrick, and the sloop *Lady Washington,* Captain Robert Gray. The ship was two hundred and twenty tons' burden and her full name was *Columbia Rediviva.* The sloop was ninety tons' burden and usually went by the shorter name of *Washington.* Captain Kendrick had command of the expedition. In June, 1789,

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Captain Gray was transferred to the *Columbia,* and proceeded from the Northwest Coast to Boston by way of China and the Cape of Good Hope. He was thus the first to sail around the globe under the Stars and Stripes. The results of the voyage were so disappointing that Mr. Derby and Mr. Pintard sold their interests to Mr. Barrell and Mr. Brown. These with the other owners—Hatch and Bulfinch—sent the *Columbia* on her second voyage in command of Captain Gray.

This second voyage is the one, during which the great discoveries were made. Any new light on those occurrences would be welcome, but historians in the Northwest were certainly not expecting a new journal giving a day-by-day record of the entire voyage. Just such a rich find has come to light in this John Boit journal. His personality and journal will be mentioned shortly. In the meantime let us turn to the loss of the official log.

Mr. Bulfinch in his affidavit explained that Captain Kendrick had remained in Pacific waters with the sloop *Lady Washington.* It was expected that he would have collected furs which would be turned over to Captain Gray during his second voyage to the Northwest. In this the owners were somewhat disappointed. Mr. Bulfinch says: "It was determined by the owners to prosecute the voyage no further with the ship, but to leave Captain Kendrick in the sloop *Washington,* to attend to their interests on the coast. Intelligence was obtained from Captain Gray of the discovery of Columbia River; but nothing was done in consequence of it until 1816, when Samuel Barrell, Esq., the principal living owner, after the death of Joseph Barrell, Esq., requested the deponent to make inquiry after Captain Gray's papers, and to take correct copies of all proceedings relative thereto; and this was done in consequence of President Madison's application to him for information." Captain Gray had died in Charleston, South Carolina, in 1806, and Mr. Bulfinch, after some search, obtained from Mr. Silas Atkins, brother of Captain Gray's widow, the original log of the *Columbia* He made careful extracts, including the complete entries as to the discoveries of Grays Harbor and Columbia River.

That was a most fortunate circumstance. The extracts were used in 1816. They were incorporated again in the affidavit of 1838. They have been depended upon by historians and committees of Congress since that date. In 1837, William A. Slacum desired more than the available extracts. He employed Thomas Bulfinch, son of Charles Bulfinch, to make a diligent search for the original log-book. In this search it was found that Mrs. Gray and her

brother, Captain Silas Atkins, had both died some years before, and that Mrs. Gray's papers had gone to her niece, Mrs. Nash. Charles Bulfinch, in his affidavit, declares: "Thomas Bulfinch then applied to Mrs. Nash, who very readily handed to him one log-book of the ship *Columbia,* containing minutes of her voyage from Boston to the straights of John de Fuca, in 1791, but stated that another log book, which contained the proceedings at Columbia river in 1792, had been used as waste paper, and was entirely destroyed."

It was that information which caused Mr. Bulfinch to prepare his affidavit and which gave such importance to the extracts he had made more than thirty years before from the original log-book. Hubert Howe Bancroft, in his *Northwest Coast,* Volume I, page 259, says: "The log of the *Columbia* on this trip has been lost, with the exception of a valuable fragment covering the time from the 7th to the 21st of May." In a footnote he says that the extract was made in 1816 and was used by many subsequent publications.

The Boston *Transcript,* on May 10, 1919, announced that the Massachusetts Historical Society had received, as a bequest from the late Robert Apthorpe Boit, journals and log-books of his grandfather, John Boit, master-mariner. Mr. Arthur Lord, Treasurer of the society, in announcing the gift, gave some valuable biographical facts about John Boit. He was born on October 15, 1774, the son of John and Sarah Brown Boit, both of Boston. Robert Apthorpe Boit, in April, 1916, had written about his grandfather: "At the age of sixteen he started his first circumnavigating voyage as fifth officer aboard the ship *Columbia,* bound for the northwest coast of China [America]. His brother-in-law, Crowell Hatch, shipowner and merchant of Boston, was one of the chief owners of the ship Columbia. * * * John Boit kept complete journals of this voyage, and these discoveries are interestingly and minutely described by him. After returning from this voyage John Boit circumnavigated the globe in command of the Sloop Union. The many adventures of this voyage are fully told in his journals and log-books. Besides these there are logs and journals of various other voyages. That he was a man of acute observance and good judgment, a man of character and courage, his journals amply testify. * * * They have never been published."

The journals of such a man would contain materials of interest in various parts of the world, but it seemed absolutely essential that here in the Northwest we should have that part of his

Columbia log which related the discoveries and experiences on these shores. Correspondence was at once opened with the Massachusetts Historical Society to secure for publication a transcript of that important part of the journal. Mr. Worthington C. Ford, editor of the society, very courteously replied that the *Columbia* was a Boston ship, owned by Boston men and commanded by a Boston captain. The journal ought, therefore, to be published by the Massachusetts Historical Society. However, he would cooperate with the *Washington Historical Quarterly* in any way possible. This he has done in generous fashion. He has sent advance proofs of the pages to appear in Volume 53 of the *Proceedings* of the Massachusetts Historical Society. In transmitting the proofs, he said he had refrained from editing the journal because he had not command of the local names and stations, adding: "This will be your opportunity."

We are grateful to the Massachusetts Historical Society for this generous cooperation and we trust that this linking of East and West may help to advance the growing feeling of American unity in historical interests.

In addition to the fragment of the *Columbia's* log, referred to above, there are a number of other documents of prime importance which bear on this new log.

The manuscript journal of Captain Joseph Ingraham of the brig *Hope* is in the Library of Congress. A complete photostat copy, including the chart and drawings, is in the University of Washington Library. Ingraham was a mate on the *Columbia* during her first voyage. He left her at Boston in 1790 and accepted command of the *Hope,* sent by Boston merchants, rivals to the group owning the *Columbia.* His journal has many entries relating to the work of his former associates.

John Hoskins was supercargo or clerk of the *Columbia* during her memorable second voyage to the Northwest Coast. He kept a journal which is preserved in manuscript form in the Library of the Massachusetts Historical Society. A typewritten copy is in the University of Washington Library. While it is a very useful document, it ends in March, 1792, or just before the important discoveries of that spring.

Hubert Howe Bancroft, in *Northwest Coast,* Volume I, pages 186-187, says: "I have been so fortunate as to obtain an original diary of this voyage, kept by Robert Haswell, the second mate of the *Lady Washington,* a very important document, not consulted by any writer before me. Indeed it does not appear that any other log

of either vessel has ever been seen; and consequently nothing but a brief mention of the expedition has been published. As a narrative of the first visit of an American vessel to the north-west coast this diary merits much more space than I can give it here—in fact it should be published entire." In a footnote he says that he obtained the document from Captain Haswell's daughter, Mrs. John J. Clarke, of Roxbury, Massachusetts. The author later adopted his own suggestion by publishing the document in smaller type at the end of the same volume, covering pages 703 to 735 of the second or 1886 edition. Haswell was mate of the *Columbia* on her second voyage until the last of March, 1792, when he was given command of the sloop *Adventure,* built by the Americans during the winter at Clayoquot. Bancroft's edition of his journal is a prime source and a helpful one.

Captain George Vancouver's well known *Voyage of Discovery to the North Pacific Ocean and Round the World* has extensive references to the *Columbia* and the work of her officers and men. This source is supplemented by *A New Vancouver Journal on the Discovery of Puget Sound,* by a member of the *Chatham's* crew, published in this *Quarterly* in 1915.

Captain Vancouver was fearful that Captain Gray or Captain Kendrick had proved that Nootka was part of a great island. Dr. C. F. Newcombe made an exhaustive study of that supposed voyage and published it in Victoria in 1914 as *Memoir* No. 1 of the Archives of British Columbia.

Another helpful Canadian publication is *British Columbia Coast Names, 1592-1906,* by Captain John T. Walbran.

One of the best narratives of Captain Gray's discoveries was prepared by Mr. Edward G. Porter and published in the *New England Magazine,* New Series Volume VI., (June, 1892), pages 472-488. This narrative has been reprinted as Number 131 of *Old South Leaflets.* Among the embellishments of Mr. Porter's article is a facsimile of Captain Gray's signature. The "Robert" is clearly written and disposes of the spelling "Robery" as given in a number of documents.

All these and other sources have been consulted in an effort to make of this Boit journal a substitute for the lost official log of *Columbia.* Only that portion of the journal is here reproduced which deals with the Northwestern Coast of America. All of that part is accurately given. Readers wishing the portions of the journal before or after the work on these shores may find them, as stated above, in Volume 53, of the *Proceedings* of the Massachusetts Historical Society.

The title page of Boit's journal is as follows:

Remarks on the Ship *Columbia's* voyage from Boston, (on a voyage round the Globe).

By John Boit

N. B. The dates etc., is by Nautical Account (Not Civill).

The Ship *Columbia* was fitted out for a four years cruize, on a trading voyage to the N. W. Coast of America, China, etc.—about 250 tons burthen, mounted 12 Carriage Guns, and navigated with 50 men (including Officers)—own'd chiefly by Sam'l Brown, Joseph Barrell and Crowell Hatch Esq'rs, and commanded by Robert Gray. Cargo consisted of Blue Cloth, Copper and Iron.

The footnotes by Mr. Ford are indicated by asterisks and are signed by his initials. The numbered footnotes are mine.

Edmond S. Meany

JOHN BOIT'S JOURNAL

[1791] *June* 4. N. Latt. 49° 10′; W. Long. 120° 21′. This day made the land, on the NW. Coast of the American Continent between Nootka, (or King George's Sound)[1] and Cliquot* (or Coxes harbour). For these severall days past we had seen whales, drift wood, feathers, kelp, etc. All signs of its vicinity. Breakers pt. bore NEBE 8 leagues, high land back, and snow perceivable on some of the mountains. Wind from Southward.

5. N. Latt. 49° 5′; *Correct* W. Long. 125° 26′ ☾. This day anchor in Coxes harbour,[2] and found it very commodious. This Harbour is made remarkable by three remarkable round Hills, abreast its entrance. *Hannah,*[3] Chief of the village Ahhousett came on board and appeared friendly. Above 300 of the Natives was alongside in the course of the day. Their canoes was made from the

*Cayuela or Clayoquet—W. C. F.

1 The famous British explorer, Captain James Cook, in April, 1778, named the place King George's Sound. Later he changed this to Nootka, erroneously concluding it to be the Indians' name for the place. (See Captain John T. Walbran's *British Columbia Coast Names*, pp. 359-362.) Two of Cook's officers were Master's Mate Nathaniel Portlock and Armourer George Dixon. In 1786, these two men came to the Northwest coast in command of the *King George* and the *Queen Charlotte*, owned by an association of merchants called the King George's Sound Company. Nootka soon became known the world over as a definite geographical term but the temporary name created some curious confusion. Specimens of plants were collected and recorded as from King George's Sound. They were type specimens from Northwestern America. In the meantime a geographic feature at the southwestern extremity of Australia was named King George's Sound. Botanists had to appeal to historians to solve a supposed mystery of the herbaria.

2 In 1788, Captain John Meares named an anchorage in Clayoquot Sound Port Cox, after John Henry Cox, a merchant residing in China and interested in the fur trade with the American coast. The name persists on Cox Point south of Templar Channel. (Walbran: *British Columbia Coast Names*, p. 119.)

3 This was Chief Cleaskinah, who had taken for himself the name of the British captain, James Hanna of the *Sea Otter*.

body of a tree, with stem, and stern, pieces, neatly fixed on. Their models was not unlike our Nantucket whale boats. The dress of these Indians was either the Skin of some Animal, or else a Blankett of their own manufactory, made of some kind of Hair.[4] This garment was slung over the right shoulder. They all appear'd very friendly, brought us plenty of fish and greens. We tarry'd in this harbour till the 16th June, landed the sick, immediately on our arrival and pitch'd a tent for their reception, and although there was ten of them in the last stage of Scurvy, still they soon recover'd, upon smelling the turf, and eating greens of various kinds. We buried severall of our sick, up to the Hips, in the earth, and let them remain for *hours* in that situation. Found this method of great service. The principall village in this harbour is called *Opitsatah,*[5] and is governed by Wickananish, a warlike Chief. He and his family visited us often. The Indians brought severall *Deer,* and plenty of Rock Cod, Salmon, and other fish. Wild parsley, and a root call'd *Isau* or Isop, by the natives and much resembling a small onion, was brought us in abundance. We purchas'd many of the Sea Otter skins in exchange for Copper, and blue Cloth. These Indians are of a large size, and somewhat corpulent. The Men wear no other covering, but the garment before mentioned, and seem to have no sense of shame, as they appear in a state of Nature. The Women stand in great fear of the Males, but appear to be naturally very modest. Their garment is manufactured from the bark of a tree and is well executed, being so constructed as to cover them complete from the Neck to the Ancle. Both Male and Female wear *Hats* of a conicle form made out of strong reeds. On them is painted, (in a rude manner) their mode of Whale fishery. *Attoo,* the Captain's servant (and a native of the Sandwich Isle) ran away, among the Indians. A chief coming on board, plac'd a guard over him, and sent his Canoe back to the village with the news. They soon return'd with *Mr. Attoo,* and ransom'd their Chief.

17. This day weigh'd the anchors and left Coxe's harbour. Fine weather, wind at SW. All hands once again on duty. Make the people use Spruce Tea, boil'd from the Boughs we took on board, for that purpose and although not very palatable, I believe is an excellent *Antiscorbutic.* Bound along shore to the North and West. Saw woody point bearing ESE 3 or 4 leagues.

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4 Judge F. W. Howay has discussed "The Dog's Hair Blankets of the Coast Salish" in the *Washington Historical Quarterly,* Vol. IX., pp. 83-92.

5 Mr. Boit later expresses sorrow at being ordered to destroy this village. (See Note 37, below.)

At anchor in Columbia's Cove and Juan de Fuca Straits.

20. N. Latt. 50° 6′; W. Long. 128° 12′. Moderate breezes. At 8 P. M. abreast Woody point,[6] lay'd off and on, through the night. At daylight made sail, for Chickleset sound, out Pinnace, and sent her ahead of the ship to sound. At 8 A. M. abreast the entrance of the sound. Hove to. At 10 the pinnace made the signall for an harbour. Bore away, wind at NW. At Meridian anchor'd in a small Cove, (which we named Columbias).[7] In this situation we was completely land lock'd. Vast many natives alongside. They appear'd much the same as those at Coxs harbour and talk'd their language. We laid in this harbour till the 26th, during which time got many Sea Otter and land furs, from the Natives, in exchange for Copper, Iron and Cloth, (with Beads, fish Hooks and such small stuff kept the Ship supplied with various kinds of fish and greens, with a few deer). These Natives was generally arm'd with Bows, arrows, and spears. Like those at Clioquot they would pilfer whenever an opportunity offer'd. Their *Women* were more Chaste than those we had lately left. But still they were not all *Dianas*. During our tarry here I visited one of the villages in the sound, found the Natives busily employ'd building Canoes, and packing provisions against the ensuing *Winter*. They treated me quite friendly. They dry their fish in the Sun, and then pack it in neat wooden *boxes*. ☞ Necessity is the mother of *invention*.

26. This day left Columbia's Cove, and stood along shore towards the Straits of Juan De Fuca. Crew all well. Steering to the South and East'd. This is an Iron bound Coast, with high land back.

27. This day pass'd Clioquot, with a fine breeze from WNW and pleasant.

28. N. Latt. 48° 42′; W. Long. 124° 0′. Enter'd the Straits of Juan De Fuca and hove to abreast the Village of Nittenatt,[8] found strong tides. Vast many Natives off, with Sea Otter and other Furs, which we purchas'd with the same articles as before. 'T was evident that these Natives had been visited by that scourge

6 The most prominent cape on the northwestern coast of Vancouver Island. It was named Woody Point by Captain James Cook in 1778 but in 1860, Captain George H. Richards of the British Surveying vessel *Plumper*, changed the name to Cape Cook in honor of the great explorer.

7 Probably in Nasparte Inlet, south of Cape Cook. In some journals the name is Naspatee.

8 John Meares in his *Voyages*, published in London in 1791, showed Barkley Sound charted as Berkley's Sound. Vancouver's chart, 1792, shows Alberni Canal, but the whole sound is shown as "Nitinat." The most recent charts show Barkley Sound and to the southeastward, near the shore, is Nitinat Lake. This might well have been the scene of the trade mentioned, as it is near the north entrance to the Strait of Juan de Fuca.

of mankind the Smallpox. The Spaniards, as the natives say, brought it among them. These Indians appear'd friendly.

N. Latt. 48° 23′; W. Long. 124° 0′ O ☾ ✶ ☾. Kept beating about the entrance of De Fuca Straits till 3d July, on SE. parts (off a small Isle) call'd Tatooch,[9] we collected many Otters. These natives gave the preference to Copper. Fine Halibut and Salmon was procured in abundance. Nails, Beads etc. serv'd for this traffic. This Chief at Tatooch's Isle offer'd to sell us some young Children they had taken in war.

July 3. N. Latt. 49° 1′; W. Long. 126° 20′. Left the Straits. At 6 P. M. Cape *Flattery*[10] so named by Capt. Cook) bore SEBE 8 leagues. Standing along shore to the Westward, wind from the East'd.

4. Took the wind from the Westward, employ'd beating to windward the land about 12 leagues. Many Whales.

At anchor in Barrell's Sound, in Queen Charlotte Isles.

8. N. Latt. 52° 10′; W. Long. 131° 12′. This day anchor'd in Barrells sound[11] on the SE. part of the Queen Charlotte Isles, 20 fathom, rocky bottom. Sent the Pinnace, with an officer, to seek better anchorage, which was soon found. Got under way and stood up sound, and anchor'd in 15 fathom muddy bottom. A Chief by name *Coyac,* came along side, with plenty of other Indians. The Natives here are much stouter than any we had before seen, and appear to be very savage. The Men go quite naked, except a skin over the shoulder. The Women are entirely cover'd, with Garments of their own manufactory, from the bark of tree. They appear to carry full sway over the men and have an incision cut through the under lip, which they spread out with a piece of wood, about the size and shape of a goose egg (some much larger). It's considered as an ornament, but in my opinion looks very gastly. Some of them booms out two inches from the chin. The women appear very fond of their *offspring,* and the Men of both. We remain'd in this sound till the 17th. During which time we purchas'd a good lot of Sea

9 Named by John Meares on June 29, 1788, in honor of Chief Tatoosh, whose tribe was there fishing.

10 On March 22, 1778, Captain Cook saw a small opening "which flattered us with the hopes of finding an harbour." Being disappointed as to a harbor, he gave the name to Cape Flattery. (*A Voyage to the Pacific Ocean,* Vol. II., p. 263.)

11 Named in 1789 by the Americans during the first voyage of the *Columbia* and *Lady Washington* after Mr. Joseph Barrell, one of the owners of those vessels. During the British surveys by Mr. G. H. Inskip in 1853 the name was changed to its present form Houston Stewart Channel in honor of William Houston Stewart, who later rose to the rank of admiral in the British Navy. The same waterway was for a time called Ibbertson's Sound, so named by Captain George Dixon in 1787.

Otter and other furs chiefly for Iron and Cloth. Copper was not in demand. The boats were sent frequently after wood and water, but were always well arm'd. The Natives supplied us with plenty of Halibut and Rock Cod, for which we paid them in *Nails*. Wild fowl was plenty in this Sound, of which we caught and kill'd many. I landed at one of their villages, found the Indians comfortably lodg'd, and kept large fires, although the weather was temperate. When I went into one of their houses they was eating roast muscles and singing a warlike Song. They appear'd fond of our visit and never offer'd to molest any thing in the boat. Their canoes are not made near so neat as those we had seen before, but I think was more commodious. The females was not very chaste, but their lip pieces was enough to disgust any civilized being. However some of the Crew was quite partial.

In the Straits of Admiral Defont.

17. Weigh'd and left Barrells sound, bound to the Straits of Admiral De Font,*[12] which is form'd by the Charlotte Isles and the *Main*.

18. N. Latt. 51° 34′. Wind from Westward and pleasant, beating to and fro, off the South pt. of Charlotte Isles, endeavouring to get into the Straits.

23. N. Latt. 52° 26′; W. Long. 131° 30′; Azi. 20° 22′ E. Spoke the Brig *Hope*, Joseph Ingrahim[13] master from Boston, on the same business with ourselves. Soon parted.

24. N. Latt. 53° 6′. A small Isle, in the Straits bore North at Meridian, which we named *Hatches*. Weather is generally clear,

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* Rio de Rayer of Admiral Fonte.—W. C. F.

12 Now known as Hecate Strait, an honor for the paddle-wheel sloop which arrived for survey service in December, 1860.

13 Captain Joseph Ingraham was formerly mate of the *Columbia*. The manuscript journal of his voyage in the *Hope* is in the Library of Congress. A photostated copy is in the Library of the University of Washington, and a copy is also in the Archives of the Province of British Columbia. Judge F. W. Howay has published a careful study of the journal in the Washington Historical Quarterly, Volume XI., pages 3-28. Boit's brief mention of the meeting on July 23, 1791, is more fully treated by Captain Ingraham as follows: "At 6 in the morning we discovered a sail to the south'd of us and a head as we were standing. I soon discovered it to be the Columbia and determin'd to speak her—accordingly we made sail towards them as soon as I tho't they could see us plain. I had a French flagg hoisted at our Fore top gallant masthead and fir'd 2 guns which was the signall I inform'd Mr. Haswell I should make if I saw him on the coast in the small vessel the Columbia had on board in frame and which he was to command at 8 oclock we were alongside each other. We saluted them with 3 cheers which were return'd. I went on board the Columbia agreeable to Capn. Grays polite invitation. I had the happiness to find Captain Gray and all on board well likewise I received by this vessell Letters from my Friends in Boston which altho dated but 10 days after our departure was yet a great satisfaction. For these letters I am indebted to Mr. Haswell who bro't them unknown to the Owners of the Columbia. These gentlemen filled with envy and malice against all who went to share with them this valuable trade gave orders that no Letters should be borne out in their ship to any one on board the Hope." John Hoskins, clerk or supercargo of the *Columbia*, kept a journal, which is saved as a valuable manuscript by the Massachusetts Historical Society. A copy is in the Library of the University of Washington. Mr. Hoskins describes this meeting with Captain Ingraham and records the three cheers of good will. He gives a brief record of Captain Ingraham's experiences and of the tragic death of the younger Captain Metcalf among the Sandwich Islands.

so that the *Isles* and Main are distinctly seen together. Found ground at 120 fm. The Natives wou'd often come along side from the Main, or *Isles,* as we border'd on either shore, and brought furs and plenty of Halibut, which you cou'd buy for a board Nail apiece.

28. N. Latt. 53° 14′; W. Long. 132° 0′; Azi. 21° 35′ E. Ship over towards the Main. Sent an officer in the pinnace in search of anchorage. Found the land hereabouts low and barren near the shore, but rises back into high mountains. Find excessive strong currents in these Straits. The Natives on the Main speak a language different from those on the Islands. Boat returned without success.

30. N. Latt. 52° 47′; W. Long. 131° O ☾. Fresh gales and stormy weather. At Meridian Charlotte Isles extended from SBW to WBN 8 or 10 leagues. Some Canoes full of Indians boarded us from the Isles. They inform'd us that severall English vessels had visited not long since. We purchased a good lot of furs, chiefly for Iron and Cloth.

31. Stood towards the Islands, and anchored in 24 fm. with a Kedge. Light wind from NW. A Chief (by name *Cumswah*)[14] brought us several fine Sea Otter skins.

August 1. Wind from SE. Standing along the Queen Charlotte Isles, through De Font straits, about 3 or 4 leagues from land, soundings generally from 15 to 25 fm. mud. The main land in sight to the North and West'd at a great distance.

2. Fresh gales and very thick weather. Narrowly escaped running on a reef of rocks. Quite foggy and see the land but seldom, beating to and fro. Wind from the Eastward.

3. N. Latt. 54° 43′; W. Long. 132° 23′. Heavy gales from SE. and thick weather, found the Ship embay'd, employ'd making short hanks. At length we being too nigh the shore for to keep off, through the night, we was alarm'd with all the horrors of a lee shore. A small opening appearing in the land to leeward, hove out the pinnace and sent an officer to examine for anchorage. At 6 in the evening she made a signal for a Harbour. Bore away and anchored under a point of land, in 17 fm. sandy bottom, let go three anchors, it being a wild road stead. We remain'd in this station, which we call'd Port *Tempest*[15] till the 8th and only four

14 His name is preserved on the charts in Cumshewa Inlet at the northeastern extremity of Moresby Island, one of the Queen Charlotte Islands. Captain Ingraham's journal gives the chief's name as Cummashawaa, and others gave it as Gumshewa. He was a man of power in the days of the traders.

15 From the entry of August 1, it is clear that Prince of Wales Island was mistaken for the mainland and it may be that Port Tempest was on the southern shore of that large island.

Indians made their appearance, and I believe there was no villages in the vicinity. Made severall excursions, with boats, and procur'd many Salmon and plenty of Berries. In one of these excursions I discover'd a small *rivulet,* not deep enough to admit the boat. In it we caught upwards of 100 fine salmon, chiefly with the boat hook and grainz, and shot a deer upon the banks. Crew all in health.

8. Got under way and left Port Tempest (situated on the main land of America), stood over for land in sight to the North'd and westward, and as we approach'd it severall Canoes came off, with furs and halibut.

10. N. Latt. 55° 0′; W. Long. 133° 0′. Light winds and pleasant, standing to the NW. and 6 P. M. came to with the Kedge 28 fm. Port Tempest bearing NEBN. 12 leagues. The Natives brought us plenty of fine Otter furs. Their Canoes are the same as at Charlotte Isles, some of them capable of carrying 30 men. They go well arm'd, with bows, arrows and spears, and appear to be a savage race. I went in the Cutter—well arm'd—to a small cove, not far distant from the Ship, and soon caught 9 large Halibut. The Ship was concealed by a point of land, making out from the NE. part of the Cove.

12. Still laying at anchor in same situation as on the 10th, the nearest land not above ½ mile distant, and the point of the *Cove* I was fishing in on 10 inst. about ¼ mile. Mr. Caswell this morning took a Boatswain Mate and one Seaman with him in the Jolly Boat, by the permission of Capt. Gray, and went to the *Cove* a fishing. A breeze springing up soon after, and wishing to leave this place, a six pounder was fird, a signal for the boat to return. She not appearing, soon after two more Cannon was fir'd. Got the Ship under way and stood off and on, and sent the pinnace under charge of the 4th officer in search of the small boat. Soon after we see the Pinnace returning with the Jolly Boat in tow, without any person in her and soon discover'd they had the Boats Colours hoisted half mast. With this melancholy token they approach'd the Ship, when we soon discover'd our worthy friend, and brother officer, Mr. *Joshua Caswell* (2d) lay dead in the bottom of the boat, strip'd perfectly naked and stab'd in upwards of twenty places. They saw nothing of John Folger (the boatswains mate) but Joseph Barnes (the Sailor) lay dead on the beach, and quite naked. Fearing the Natives lay in *ambush,* they did not land to take of the *Corps.* It is probable they were beset upon by a great superiority of natives, prompted by a desire to possess their cloaths and arms. As soon at the boats return'd made sail for *Port Tem-*

pest, and anchored in the evening, at our former station. In Mr. Caswell I lost a firm and steady friend. He was a man of mild and gentle temper, a complete Seaman, and in short was possest of every qualification that bespoke the gentleman.[16] Observ'd that the day previous to this disastrous affair few Indians had visited the Ship.

NW. End of Charlotte Isle.

13. N. Latt. 54° 43′; W. Long. 132° 23′. Calm, and temperate weather. At 8 in the morning the 4th Officer was dispatch'd with a party well arm'd in the Pinnace, for to dig a grave for our worthy *friend.* At 9 the pinnace return'd. At 10 left the Ship with three boats, under charge of Mr. Hazwell, 1st Officer, with the corps, the Ship firing minute guns. At 11 Capt. Gray landed in a small boat, and after performing divine service, we *intern'd* the remains of our departed, and much beloved, *friend,* with all the solemnity we was capable of.

The place was gloomy, and nothing was to be heard but the bustling of an aged oak, whose lofty branches hung wavering o'er the grave, together with the meandering brook, the Cries of the Eagle, and the weeping of his friends added solemnity to the scene. So *ends.*

15. Weighed, and left Port Tempest, wind at NW. At sunset it bore NBW. 6 leagues, and (Massacre Cove)[17] West 5 Miles. Saw none of the Natives. No doubt the Rascles wou'd have destroy'd the Jolly boat after they had massacred our unfortunate countrymen, had not the Ship's guns alarm'd them. Standing to the South and E.

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16 The Hoskins manuscript has a similar appreciation of the slain officer and some additional facts about him as follows: "Mr. Joshua Caswell was about twenty six years of age born of reputable parents in the Town of Malden a small town about four miles from Boston early in life he went to sea in the beginning of the late war he was so unfortunate as to be taken by the English who retained him a prisoner during the greatest part of the remainder of it on the happy return of peace he again followed the sea and by his merit soon rose to be a Captain in the merchant service this he gave up and took the office of second mate of this ship having a great prediliction for the voyage in every respect he was a reputable good seaman of a most happy serene placid disposition in most cases too passive he was loved and beloved by all who knew him he was an honest man which Pope says 'is the noblest work of God.' "

17 The cove thus named is not easily located. The points given would fix the place in Dixon Entrance. Captain Ingraham's manuscript journal says the tragedy occurred on the main in latitude 55. Robert Greenbow in *Oregon and California,* pages 229-30, who cites the log of the *Columbia,* says that Captain Gray explored what Vancouver later named Portland Canal and part of it Gray called Massacre Cove on account of the murder of Caswell and two seamen. Captain Walbran in *British Columbia Coast Names,* page 323, accepts that location and gives the present name of the cove as Halibut Bay. The journal before us certainly locates the cove and Port Tempest nearer the open sea. See the entry for August 18, saying Massacre Cove and Hancock Rivr on the northwest coast of Queen Charlotte Island are but twenty leagues apart. H. H. Bancroft in *Northwest Coast,* Volume I., page 25, quotes Greenhow giving the date of the tragedy as August 22 but adds in a footnote that it must have been earlier. This record fixes the date as August 12, 1791. The Hoskins manuscript says that Port Tempest and Massacre Cove are parts of an extensive inlet to which they gave the name of Brown's Sound and fixed the points at 55 deg. 18 min. north latitude and 132 deg. 20 min. west longitude. If these descriptions could be studied by someone familiar with those shores a more complete identification of the cove might be arrived at.

16. This day spoke the Brig *Hancock* of Boston, Samuel Crowell, Master. They was on the same business as ourselves, and had been pretty successful. Capt. Crowell inform'd that his Longboat was cruizing among the Charlotte Isles, under charge of his 2nd Officer. The Brig kept us company.

18. Pleasant weather. Came to anchor, in a River, which Capt. Crowell had named Hancocks, situated on the NW part of the Queen Charlotte Isles, in company with the Brig, 6 fm. water, mud. The Brig's Longboat we found at this place, vast many of the Natives along side the Ship, and a few furs was purchased. Capt. Crowell had, upon some trifling offence, fir'd upon these Indians, by which a number of them fell, (such wanton cruelty throws him upon a levell with the savage), and perhaps this same fray was the means of our losing our worthy 2nd Officer as the places are not 20 leagues distant and mayhap they reck'd their Vengeance upon us, thinking us all of one tribe. If it was so, bad *luck to Crowell. Amen.*

AT ANCHOR IN CLIOQUOT HARBOUR.

19. N. Latt. 54° 12′; W. Long. 132° 25′. Fine weather. The Hancock saild on a Cruize. The land about this River, is the best without exception I've yet seen, on the NW. Coast, and a place well calculated for a *Factory* for to reap the advantages of the fur trade.[18] The Natives, I dare say, have always plenty of *Otters,* and there is fish in abundance. Hove up, and came to sail towards evening and stood to sea, light winds and very strong tides. At sunsett Murderers Cape bore NNW. at a great distance.

20. N. Latt. 53° 49′; W. Long. 133° 24′. Soundings from 7 to 12 fm., shoal water about these parts of Charlotte Isles. Standing to the Southward through Defont straits, running along the Isles in from 15 to 30 fm. according to distance off shore, these Charlotte Isles are from the Latt. 51° 55′ to 54° 24′ N. and from Longitude 131° 0′ to 133° W.

22. N. Latt. 53° 2′; W. Long. 131° 31′; Amp'd 20° 2′ E. O ☾ Many of Indians of this day from Cumswah village, in Charlcot[19] Isles, brought a few skins, but I think they are pretty well drain'd. Came to, with the Kedge in 20 fm. about 2 miles from shore. Soon after *see* a Boat rowing towards us, and heard a Cannon fir'd in the

18 This same good opinion was held by Captain Ingraham who wrote: "I informed Senor Quadra several particulars relative to Hancock's River on the North part of Washington Isles." On the former voyage Captain Gray had given the name "Washington" to the Queen Charlotte Islands.

19 He meant to write it "Charlotte."

sound. At 3 P. M. Mr. Cruft, 1st Officer of the American Brig *Hope* (which we had spoke with before) came along side, with Capt. Ingrahim's compliments, and offer'd to be the bearer of Letters, as he was shortly bound for Canton.[20] We readily embraced the *opportunity*. At dark Mr. Cruft left us. Up Kedge and bore away to the southward and East'd.

23. N. Latt. 52° 37′; W. Long. 130° 22′. The SE part of Charlotte Isles bore SE½E. 12 leagues, light winds and variable. A Canoe boarded us, at this great distance, and brought many prime furs.

28. N. Latt. 49° 20′; W. Long. 127° 16′. At Noon this day, Nootka (or King Georges sound) bore ENE. 10 leagues. Since the 23d we have never lost sight of the Continent. 'T is very high land. Saw *whales*.

29. N. Latt. 49° 5′; W. Long. 126° 0′. At Noon the entrance of Clioquot (or Coxes harbour) bore NE 4 leagues. Standing in for the harbour, and towards evening anchor'd in our former station, vast many of the Natives along side, and seem'd glad to see us again. Found riding here the Brig *Lady Washington*,[21] of Boston, John Kendrick, *master*. He had made up his Voyage and was bound for Canton. He appear'd happy in meeting with his old friends.

N. Latt. 49° 9′; W. Long. 125° 26′ O ☾ ✶ ☾. Captain Kendrick inform'd us that he had had a skirmish, with the Natives at *Barrells* sound in Queen Charlotte Isles, and was oblidg'd to kill upwards of 50 of them before they wou'd desist from the attack. It appear'd to me, from what I cou'd collect that the Indians was the aggressors. This Brig *Lady Washington* was a Sloop when she left Boston, but Capt. Kendrick had alterd her rig in Canton the year before. I was sorry to find that *Kendrick* had made no remittances, to the owners, since he had parted with the *Columbia* the first voyage, although since that period he had made two successful trips from this Coast to Canton. As the Vessells still belong'd to the same owners he was under some mistrust that Capt. Gray was empower'd to seize the Brig, and kept himself

20 On July 23, Captain Ingraham expressed himself about the mail brought to him against the orders of the owners of the *Columbia*. He does not gloat over this opportunity of returning good for evil. He wrote: "I sent my boat with an officer to present my compliments to Capn. Gray and inform him I was bound to China (this season) and as I knew he must winter on the coast to set up the small vessel he had in frame, I would bear any commands he might have for America with pleasure and forward them from Canton by some ship of our nation."

21 Consort of the *Columbia* on the former voyage.

always ready against attack.[22]. We tarried in this harbour till the 8th Sept., during which time collected many Sea Otter and other furs, and fish in abundance. These Natives miss'd Mr. Caswell, and it was thought proper to inform them that he had died a *natural death.*

September 8: Weighed and beat out of the harbour, wind at SW. At Noon Clioquot bore NW. 6 leagues standing toward Juan De Fuca straits.

IN THE STRAITS OF JUAN DE FUCA.

11. N. Latt. 48° 15′; W. Long. 124° 30′. This day abreast Cape Flattery, on the SE. part of De Fuca entrance, vast many of the Natives along. Purchas'd many *Otters.* These Indians told us, there was five sail of Spaniards up the straits. At Midnight saw *Tatoosh* Isle, bearing NNE. 3 miles. Thought ourselves further off shore. Almost calm, and an excessive strong tide sweeping us between some ledges and the Isle. At daylight thick fog, saw the Rocks a head, within pistol shot, with high breakers. Out all Boats, and just towed the Ship clear. Our situation was truly alarming, but we had no business so near the land in thick weather. However *Good Luck* prevail'd and a breeze springing up from offshore we stretch'd out clear in *Boats.* Foggy disagreeable weather. Cou'd observe at intervals that the woods were on fire.[23]

12. Wind NE. Heard the roaring of Breakers, foggy, haul'd more off shore. At 3 P. M. saw a rock about stone's throw distant, and narrowly escaped being dash'd upon it — damn nonsense to keep beating about among rocks, in foggy weather. At midnight heard the surf roar again, which I suppose to be on the North side of the Straits, sounded and found ground at 25 fm. Rocks. The Captain, at length, was frightened,[24] and proceeded with the Ship to a good offing (this ought to have been done long before), thick foggy weather, with a moderate breeze.

16. N. Latt. 48° 14′; W. Long. 124° 30′ ☾ ✳. Fog clear'd off, saw Cape *Flattery* bearing NNE. 2 leagues. Very strong tides. At Noon we were about 2 miles from Tatooch Isle. Came to with the Kedge, sandy bottom, the Island bearing North. I think it

22 Robert Haswell's journal, August 29, 1791:—"At 4 P. M. a canoe came off and informed us that Capt. Kendrick was in the harbor. At 5 saw his boat coming off. Fired a gun and hoisted our colors. This was answered and he came alongside and was saluted with 3 cheers. * * * Capt. Kendrick spent the evening with us, and went late aboard his own vessel." Mr. Haswell spent the next afternoon with Captain Kendrick and found that he had beached his vessel to grave her and had piled his stores and provisions in a place which he called "Fort Washington." (Bancroft, *Northwest Coast,* Vol. I., p. 722.)

23 A bit of evidence that forest fires were here in 1791 before the first white settlers arrived.

24 When Captain Cook named Cape Flattery (see footnote 10 above) he encountered a storm and took his ship from this same dangerous shore out into the open sea.

possible there is a passage between Cape Flattery and this Isle of Tatooch; it appears about 2 miles wide. However cou'd see breakers between them and currents are excessive strong, as we cou'd discern them to foam in that narrow pass. Many Natives came off, and we purchas'd a few skins and plenty *Halibut*. Weigh'd and came to sail towards evening, bound to *Clioquot*.

AT ANCHOR IN CLIOQUOT HARBOUR.

18. N. Latt. 49° 9′; W. Long. 125° 26′. This day anchor'd in our Old Station in Clioquot harbour, found the Brig *Lady Washington* still riding here. At this Harbour Captain Gray had determin'd to winter, if he cou'd find a suitable place, for to build a Sloop of 45 Tons, for to assist in collecting furs, on the next season. The stem and stern post, with part of the floor timbers had been brought from Boston for this purpose.

19. On the 19th Capt. Gray went with two boats up the sound, for to seek a convenient cove. In the evening the Captain return'd, having found a place to his mind, about 4 leagues from where the Ship lay.

WINTER QUARTERS. LATT. 49° 9′ N; LONG. 125° 30′ W.

20. On the 20th weigh'd, with light airs, and with the Boats ahead, assisted by the Brig's Crew, we tow'd, and sail'd, into winter quarters, which we call'd Adventure Cove,[25] and moor'd Ship for the winter. Vast many of the Natives along side, and appear'd to be highly pleas'd with the Idea of our tarrying among them through the Cold Season. The *Columbia* lay moor'd in this Cove till the 25th of March, 1792. I shall endeavour to give the heads of our proceedings during that period.

Adventure Cove was situated in about the Latitude of 49° 15′ N. and Longitude 125° 30′ W. of London, about 17 miles from the Ocean. This Cove was form'd by an Isle and the SE. shore Clioquot sound — so small, that when the Ship was moor'd, you might throw a stone upon the beach in any direction, the passage in was not to exceed 100 feet, so that we was in a complete bason. (At *25th inst. Capt. Kendrick sail'd for Canton.*) The *Adventure* was set up at the back of a fine beach, the woods being previously clear'd. A Log House was erected near, mounted with two Cannon, with Loop holes for Musketry. Here Capt. Haswell, with a party of Seamen, and all the Mechanics was station'd. Near it, the Black-

25 One of the coves within Clayquot Sound, possibly Tofino Inlet. The sloop they were about to build also received the name *Adventure*, by some written "Adventurer."

smiths and Boat builders Shops were plac'd; two Saw pitts was erected, and kept constantly at play, sawing *planks,* and was supplied with Logs from the sound, by Boats constantly on that duty. So that Adventure Cove soon had the appearance of a *young ship yard.* Strip'd the Ship to a gritline, and kept a gang under the directions of the Boatswain upon the rigging.

The Natives made us frequent visits, and brought a good supply of fish and some Sea Otter Skins, and by keeping a small boat down sound, with 4 of our Seamen we procured a constant supply of wild Geese, Ducks and Teal. The Geese and Teal resembled those at home, but the Ducks were exactly of the same Species, with the *tame* of our Country. We see none of any other kind. Now and then we shot a wild *turkey.*[26] The Natives appear'd to be highly pleased with the different works going on at the Cove. They sometimes brought us *Venison* and supplied us with as many *boards* as we wanted. *They* was all caeder, and appear'd to have been split with wedges, from the Log.[27]

October 7. An alarm was given by the *Centry* at the Block house, that there was *Canoes* in the Cove. Finding they was discover'd they soon went off.

13. The frame of the Sloop was up complete, and this day brought the Garboard streak of Plank to her bottom. This is what I call dispatch. *Wickananish,*[28] high Chief, came on board, with severall of the Royal family. He inform'd that his winter village was a great way off, which occasion'd his visiting us so seldom. He went on shore, and astonishment was conspicuous in his countenance at the work going on there. The Natives was very much puzzled to know how we chou'd get the Sloop off when finish'd, as she was 75 foot back from high water mark. Wickananish is the most powerful chief we have yet seen on this Coast. His tribe consist of upwards of 3000 souls. They allow Polygamy, but the women are not prolific, as barrenness is very common among them. The Indians girls kept us well supplied with *Berries* of different kinds, which was very gratefull.

14. We was inform'd this day that Capt. Crowell, in the Brig *Hancock,* was at Juan de Fuca straits.

27. The Natives brought us some excellent Salmon. Experience much rain, which hinders the work. When the weather is too bad for to work on the Sloop, keep the Carpenters under shelter

26 There were no wild turkeys there. It must have been a large grouse.

27 Such boards were observed in 1905 at Neah Bay and Tatoosh Island. They seemed ancient and it was thought that stone axes had been used in shaping them.

28. Captain Meares in 1788 spelled the chief's name Wicananish, which form is used by Hubert Howe Bancroft (*Northwest Coast*).

making a *boat* for her. Heard of three Spanish ships being at Nootka. Keep always upon our guard against surprize as we are among a powerful sett. The boat after game, met with some *Indians* that was a little troublesome, but by firing a musket over their heads they soon went off. These Indians was very enquisitive, for to know the cause of thunder and lightning, but we cou'd not make them understand the real cause, but much surprized them by saying there was a man in our Country, that made both. They suppose thunder to be occasioned by an Eagle carrying a Whale into the air,[29] and *Lightning,* the hissing of a *Snake, which* are exceeding large in this country. One of our Seamen, being down sound a gunning, saw one of these animals, which by his discription was as big round as his thigh. Being alone, and somewhat frightened, retir'd without firing. These Indians are very superstitious in regard to this Animal, for when they go on a whaling cruize they always rub their face with a piece of it. We have never been able to gain much information as respects their Religion, but they certainly pay adoration to the *Sun,* and *Moon,* and believe in Good and eivl Spirits. They lash their dead on the trees, first stowing them in a box 3 or 4 feet long. The Head and Legs are cut off to make good stowage, and little valuables that belong to the deseas'd are bury'd with them. Capt. Gray went to an Indian Village for to look at a *Chief,* said to be very sick. On his arrivall he was received very cordially, and conducted to the sick man's house, which was full of people. In one Corner lay the Sick Chief, and around him eight strong men, which kept pressing his stomach with their hands, and making a most hideous Bow-wowing, in the poor fellow's ears. Upon the Captain's approach he suppos'd the Chief to be nearly dead, and order'd this band of *Doctors* to desist.

December 22. Having made him some *gruell* to take, the Chief soon came to a little, and order'd two Sea Otter skins as a present. After giving him a Wine toast he order'd him to be left to sleep, and visited a number of Chiefs houses, the masters of which treated him with an attention not very common among savages. (He *returned on board.*) I made an excursion to this same Village, not long after. As soon as I landed, Men, Women, and Children came down to the beach to receive me, but did not offer to molest the boat. Found the sick *Chief* much better,

29 At Maquinna Point, entrance to Nootka Sound, there was observed in 1903 a large and ornate figure of the thunder bird towering with outstretched wings over the whale. It was placed there in honor of Chief Maquinna, a successor of the original chief of that name. It related to the same legend mentioned in this text. Indian women had participated in the honor mentioned by sacrificing two valuable Singer sewing machines, which in 1903 were badly weather scarred.

and reliev'd him from his pressing and noisy friends. The house was large and commodious, and wou'd hold fifty *Indians* very comfortably. All round was packages of Fish in *Boxes*, and decorated with *pearl shells*. Their furniture consisted chiefly of matts, and wooden boxes, which last serves to boil their fish in, which they easily do by applying red hot stones, till it boils. They neither scale or draw the fish, but as it comes from the water, so it goes into the box, to boil, or on the Coals to broil. There was severall fires about the house but being there being no chimnies, the smoak was too mighty for my eyes. They sleep on boards, rais'd about a foot from the ground, and cover'd with matts, rolling themselves up with furs. Over the sick man's head there was a board cut out in the shape of a heart, and stuck full of Otter's teeth, with a long spear on each side of him. His young wife did not appear to be affected at the sight of her sick husband, but the Father and Mother was watching their Son, with the most parental affection. After boiling him some rice and leaving more with his mother, I left the village and returned safe on board.

25. This day was kept in mirth and festivity by all the *Columbia's* Crew, and the principal Chiefs of the sound, by invitation, din'd on board ship. The Natives took a walk around the work shops on shore. They was surprized at seeing three tire of wild fowl roasting, at one of the houses — indeed we was a little surprized at the novelty of the sight outselves, for at least there was 20 Geese roasting at one immense fire, and the Ship's Crew appear'd very happy, most of them being on shore. The Indians cou'd not understand why the Ship's and houses was decorated with spruce bows.[30] At 12 oclock fir'd a federall Salute, and ended the day toasting our *sweethearts* and *wifes*.

1792. *January* 1. This day, being down sound, with the Jolly boat after game, I stopt at the village. Visited *Yethlan* the sick Chief, and found him much better. The family treated me extremely well. I received many pressing invitations from the rest of the Chiefs, for to visit their houses, and complied with most of them, and was particularly pleas'd at visiting *Wickananish's* dwelling, who this day had given an entertainment to all the warriors of his Villages, with many visitors from distant villages. As soon as the *King* saw me I was call'd towards him, and seated upon his right. This house was about 80 foot long, and 40 broad, and about 12 feet high, with a flat roof. The *King* was elevated about two feet higher than the company, with a Canopy over his head, stuck full

30 One of the earliest celebrations of Christmas on the north Pacific coast.

of animals teeth. The Company consisted of above 100 men, all considerably advanced in years. The Women belonging to the house was in an apartment by themselves, busily employ'd making their Bark Garment. The Machines for that purpose, is not unlike the Looms with us. They are very neat and dexterous in this business. The entertainment (which consisted of Fish Spawn mixed with Berries and train Oil,) was served up in wooden Bowls, handed by the lower Orders of males. I was invited strongly to partake, but the Smell was enough—therefore pleaded indisposition. After they had done, the remains was sent to the *females.* The King inform'd they was going to have a dance in the evening, and wish'd me for to stay. However I declin'd, and return'd on board. This Village was 3 leagues from Adventure Cove. Capt. Hannah, a Chief of the village, Ahhousett sometimes came to see his old friends (as he call'd us). He resided 9 leagues from the Cove but was under the Jurisdiction of *Wickananish.*

6. This day one of the Chiefs of Juan De Fuca Straits came on board. He was upon a visit to Wickananish, and indeed had married his sister, inform'd us there was a Spanish Ship in the Straits, brought many *furs.*

17. Began to caulk the Sloop *Adventure's* bottom, it being completely planked up. I this day made an excursion to the Village, having put myself under the car of Tatoochkasettle, one of the King's brothers, who conducted me in his *Canoe.* Upon my arrival was treated as usuall very politely. I took up my residence at Tatoochkasettle's house, who invited a large company to sup with him. After supper finding I wishd to visit some other familys he sent his servants with lighted torches, for to conduct me. I return'd back about Midnight and found there was an excellent watch kept throughout the village, each one hooping at certain intervals throughout the night. My Indian friend had made me as comfortable a berth to sleep on as was in his power, but the House being full of smoak, and the young Children very fractious, occasion'd my sleeping but little all night. In the morning early observ'd most of the Men bathing on the Beach. On enquiring the cause, was inform'd that this day the King was going to give his Eldest Son the name of Wickananish, and take another upon himself, upon which account there was to be great rejoicings. About noon, upwards of 100 men assembled upon the beach in front of the *Village,* with the King at their head. Their dress, which was exactly uniform, consisted of a *Blankett,* made

fast round the *Loins* with a Girdle, and reach'd about half way down their thighs. Their hair was turn'd up, and tyed with a thick bunch before and decorated with feathers. Their faces was painted of different colours, and their bodies of a deep red. Beads and fibres of Bark were woulded round their Ancles and Knees, and at a distance they made a grand, although savage appearance. They collected near the water, at one end of the village, in regular tiers, about four deep. At each wing many women were placed with Copper Boxes, in which was small Stones, serving as part of the music. The procession moved slowly along, the front squatting on their hams, the others standing erect, with three of the King's brothers upon their shoulders, who were dancing and running from right to left, in that position while those under them was on the Continual move. The King kept in front, giving the word of Command. All their voices kept perfect tune with the rattling of the boxes. The rest of the inhabitants were seated along the beach viewing the performance. When they arrived opposite the King's house, they enter'd single file, and I followed to see the transactions within doors. About 30 of the principal *Actors* seated themselves in a Circle, and was presented with a piece of board and a small stick. This they used instead of a Drum. The whole Company then began to dance and sing, and the Musicians joining, made it very pleasing. But the *Smell* was too strong for my *Organs*. Therefore soon drew off. These *Natives* are mild and chearfull, with little of that savage appearance that Savages generally have. Their Complexions is very light Copper, but they darken it with Oil and Paint. The Hair is coarse, long and black. 'T is a general custom to eat their own *Vermin*,[31] and they are so plenty that they will often make a decent repast. The Men are generally thick set with flat noses and broad faces. The Women are pretty. Their eyes are rather small, and though they are not very quick and piercing, they give the countenance a frank, chearfull, and pleasing cast. We understood from the *Natives* that they sometimes made Human sacrifices, and shocking to relate, that they eat the flesh of such poor *victims*. However I do not believe that this custom is very common and only happens on some very particular Occupation. A prisoner of War is the person selected for this savage feast.[32]

18. This day severall chiefs came on board, one of which we found was busily employ'd talking to our Sandwich Island lad.

31 This filthy habit has been observed by many visitors among the coast tribes.

32 This description of the natives and the visit on shore are more fully recorded in the Hoskins manuscript. Mr. Hoskins says that he was invited by Chief "Tootiscoosettle" and "I therefore went in his boat accompanied by Mr. Boit and tarried until the following day at sunset."

Their conversation was soon put a stop to, and the *Lad* examin'd, but he denyd that the Chief ask'd him any improper questions. These Natives, always behaving so friendly, occasion'd us to place too much confidence in them, and what a pity it is, that we cou'd not leave this *port,* with that opinion of them which we had heretofore held; But alas! We find them to be still a savage tribe, and only waiting an opportunity for to Massacre the whole of us, in cold blood. The Ship had been brought some days previous to this, to a bluff point of Rocks, where she lay'd as to a wharfe, not even touching the ground at low water. The Cannon and all the stores was landed here, as we was about hauling on the beach to grave and pay the Bottom. The situation of the Ship at this period was very favorable to their views, and must have encouraged them with the hope of destroying the whole of us; without the loss of a man on their side. However in this they wou'd have been mistaken, as we kept a strong watch, under the conduct of an Officer and was always guarded against surprize. But shou'd we have been overpow'd by numbers, our friends perhaps never wou'd have known our sad fate.

But fortunately, in the evening, the Sandwich Island lad made a confession to his Master, (as follows).[33] He said *Tatoochkasettle,* (the Chief) told him, that Wickananish was about to take the Ship and Massacre all the Crew, and said he shou'd be a great man if he wou'd wet our *Musketts,* and steal for him some *Bulletts.* He said they shou'd come that night, or the next, and told him to come over to them, when the fray first began. This news alarm'd the Ship's Company exceedingly, and we immediately got in readiness to receive them. Capt. Gray call'd his officers together, for to consult what was best to be done, and we was unanimously of opinion that 't was best to haul the Ship on the *ways,* and grave her, as the tide then suited, and we cou'd retreat in safety to the Block House shou'd the Natives appear, (where we had several *Cannon* mounted and good *quarters.*) This plan was immediately put in execution, leaving a strong guard on the point for to guard the *Stores,* with necessary signals shou'd they want relief. By midnight one side of the Ship was finish'd, when we heard a most hideous hooping of *Indians,* and at every shout they seem'd to come nearer. Every man immediately took his arms, and stood ready, both on board ship and at the Log house. They kept hooping about one hour, when they ceas'd and 't is probable retreated, lamenting their

33 Haswell gives this same record with graphic details. (Bancroft, *Northwest Coast,* Vol. I., pp. 725-726.) A more thrilling account is found in the Hoskins manuscript. It was certainly a narrow escape for the entire party. All hands worked feverishly during the starlit night and were prepared when the attack came just before dawn.

hard luck, that the cruel plan was so completely frustrated. The guard at the *point* saw many large Canoes off the entrance of the Cove, but like brave fellows, they scorn'd to quit the station. In the morning tide we finish'd the Ship, and haul'd again to the point, and in the course of the Day took on board all the stores and cannon, and moor'd off in the Cove, in our old berth. Scal'd the Guns, which made all rattle again, and I believe never was more work done in so short a time. But *Men determin'd* can do most any thing.

It does not appear that *Wickananish* wish'd to conquer a part of us, as he had frequent opportunitys to have accomplish'd it, for two or three times a week a boat was down at the *Village*, generally with an Officer and four Sailors, but I suppose he very prudently thought, that shou'd he cut a boat's Crew off, there was still enough left, for to destroy his Villages. The Chiefs had been telling us for some time that they was going to war with a distant tribe and wish'd for us to lend them Musketts and Ammunition, which *some* of these fellows used as well as ourselves. We had observed of late that they did not seem so cheerfull as common, but seem'd to be deeply wrapt in thought. After this, no more of the Natives visited Adventure Cove, except some old women and young girls, who brought us berries and fish — and most probable they was sent as *spies*.

March 4. This day the Ship was completely rig'd, hold stowed, and in every respect in readiness for sea. She look'd like a *fiddle!* The King's Mother came along side and brought some otter skins which we purchased. She told Captain Gray that the *Moon* inform'd her Son if he come to the Ship he wou'd be killd.

21. This day departed this life, after a lingering sickness, Benj. Harding (*Boatswain*).[34] Te was a smart, active, and steady man, and one that know'd, and did *his* duty in every respect. Deposited his remains, next morning, near to the Block house, after performing divine service. Promoted a Seaman to his place.

22. Launch'd the Sloop *Adventure*. She went off admirably. Took a hawser and got her along side the Ship, and soon had her rig'd.

24. The Sloop *Adventure* is ready for sea. Capt. Haswell, 1st mate of ship, went on board and took charge, taking with him Mr. Waters (4th mate) and a crew of ten Seamen and trades-

34 Haswell says that Harding was thirty one years of age and had been suffering from dynentery. Hoskins spells the name "Harden" and says he was "well respected in his office" and then adds: "The spirits of this man was surprizing the night we expected to be attacked by the natives at a time when he was not able to be removed from his bed he begged that he might have a pair of pistols laid along side of him that should the natives overpower us he might shoot the savage who came to take his life then says he I shall die in peace."

men.[35] I think she was one of the prettiest vessels I ever saw, of about 45 tons, with a handsome figure head and false badges, and other ways touch'd off in high stile. There was not a Butt either in the Planks on deck or sides, and the plank not above nine inches wide. She was victuall'd for a four months cruize, and supplied with Articles for the Queen Charlotte Isles trade, on which route 't was meant she shou'd go, while the Ship proceeding along the Southern Coast.

25. Pleasant weather, wind at SE. In the morning got the Remainder of our affairs from the shore, and unmoor'd. Left Adventure Cove, and stood down Sound, with the Sloop in company. We left our log houses all standing. Anchor'd abreast the Village *Opitsatah,* but found it entirely deserted. Observ'd very few Canoes moving.

During our long tarry in Adventure Cove, we all enjoy'd good health, although the Crew was at times very much exposed. The *boatswain's* sickness commenced before our arrival in the Cove. The weather was generally very fine, and very seldom had Snow, and never Ice thicker than a Spanish Dollar,[36] but experienced frequent heavy rains. We pick'd Whurtle and Blue berries, throughout the winter, which was very fine, and Whurtle Berry pudings was quite common with us. We kept the Crew continually supplied with Spruce beer, and their breakfast and supper was Tea boild from the green *Spruce* boughs sweetned with Molasses. Perhaps this method kept the Scurvy off. However they did not eat much Salt provisions, as we was generally supplied with Poultry, Venison, and fish.

27. I am sorry to be under the necessity of remarking that this day I was *sent,* with three boats all well man'd and arm'd, to destroy the village of Opitsatah. It was a Command I was no ways tenacious of, and am grieved to think Capt. Gray shou'd let his passions go so far.[37] *This* village was about half a mile in diameter, and contained upwards of 200 Houses, generally well built for *Indians;* every door that you enter'd was in resemblance to an human and Beasts head, the passage being through the mouth, besides which there was much more rude carved work about the

35 Haswell makes no mention of this but on April 2, he says that he received his sailing orders early in the morning of that day.

36 Experience with that money in Revolutionary days made the "Spanish Dollar" a familiar figure of speech.

37 Haswell does not mention the destruction of this village. Hoskins records a visit to the deserted village on March 28, one day after Boit's record and does not mention the destruction. He does, however, complain bitterly about Captain Gray's policy which made confirmed enemies out of that particular tribe. Boit's record of destroying the village need not be doubted although the Hoskins manuscript calls in question the date.

dwellings some of which was by no means *inelegant*. This fine village, the work of Ages, was in a short time totally destroy'd.

Cruizing to the S. and E. of De Fuca Straits.

April 2. Weigh'd in company with the Sloop, and left Clioquot harbour, and stood to the South'd with the Ship, while the Sloop haul'd her wind to the Northward. Parted, with loud *Huzzas*, a proper *rendevous*[38] being appointed.

3. On the 3d passed De Fuca Straits, experience blowing weather on the coast, but generally keep sight of the Land. The Shore seems sandy, and the land of a moderate height, with much clear ground fit for cultivation. Lat. 45° 15′. There is regular soundings of this Coast, which is not the case to the Northward.

7. N. Latt. 44° 56′; W. Long. 122° 52′. Very blowing weather, and quite cold. Beating off the Coast, waiting for to find a good harbour. The weather grows pleasant.

9. N. Latt. 44° 24′; W. Long. 122° 17′. Pleasant weather, wind NW. Running along shoar to the South and East'd, about 2 miles off the land trended NBE. and NBW., and look'd very pleasant. The Shore made in sandy beaches, and the land rose gradually back, into high hills and the beautiful fields of grass, interspersed among the wood lands, made it delightfull.

10. N. Latt. 43° 45′; W. Long. 122° 11′. Abreast a small inlet in the land, which had some the appearance of an harbour. Hove to for some canoes that were coming off. These Natives talk'd a different language from any we have before heard. Their canoes had square stems, and the blades of the paddles oval. We purchas'd of them many fine Otter skins for Copper and Iron. They had some raw *Buffaloe*[39] in the canoes, which they offer'd us for sale, and greedily devourd some of it, in that state, as a recommendation. I'm fearfull these fellows are *Caniballs*. Mr. *Smith*, 2d Officer, was sent in the Cutter to look for an harbour but was unsuccessful. Bore off and made sail. Cape Gregory (so call'd by Capt. Cook) bore SE. Variation. Amp'd 15° 57′ East.

11. N. Latt. 42° 50′; W. Long. 122° 3′; Amp'd 16° 42′ E. Some Canoes came along side full of Indians and brought a few Otter and Beaver skins. Cape Mendocin bore ESE. 2 leagues. Hauld again to the Northward.

17. N. Latt. 44° 54′; W. Long. 122° 23′; Azi. 16° 57′ E. Sent the Boat, under charge of 2d officer, to examine an inlet

38 The place will be found to be Columbia's Cove.

39 He may have referred to elk. There were no buffaloes on the coast. He made a similar blunder as to wild turkeys. See note 26.

abreast the Ship, to see if there was safe anchorage, but was *unsuccessful.* A large Canoe came along side full of the Natives. By their behaviour the *Columbia* was the first ship *they* ever saw.

22. N. Latt. 46° 39′; W. Long. 122° 50′; Azi. 17° 33′ E. Still beating about, in pursuit of anchorage. Sent the boat in shore often, but cou'd find no safe harbour. The Natives frequently came along side, and brought Otter furs and fish. Their language to us was unintelligible. Experience strong currents setting to the southward. We have frequently seen many appearances of good harbours,[40] but the currents and squally weather hindered us from a strict examination. However Capt. Gray is determin'd to persevere in the pursuit.

AT ANCHOR OFF THE VILLAGE KENEKOMITT.

27. N. Latt. 47° 52′; W. Long. 123° 30′. O ☾. This day stood in shore, the weather having become more settled, and anchor'd with the Kedge in 15 fm. sand, abreast a village, call'd by the Natives *Kenekomitt,* which was situate on a small Hill, just back of the Beach. The Indians brought us a fine lot of *Skins,* which we got chiefly for Copper, but the weather coming again unsettled, we weigh'd towards evening and stood off making short hanks off and on, shore. These Indians spoke the same language as those in De Fuca straits.

28. This day spoke his Britannic Majesty's Ships *Discovery* and *Chatham,* commanded by Capt. *George Vancover,* and Lieutenant Wm. Broughton, from England, on a voyage of discovery.[41] Left England April 1st, 1791, Do. Otaheita January, '92, and Sand-

40 Among these was the evidence of a gerat river at 46 deg. 10 min., as will appear later.

41 Captain Vancouver gives an account of this meeting as follows: "At four o'clock, a sail was discovered to the westward standing in shore. This was a very great novelty, not having seen any vessel but our consort, during the last eight months. She soon hoisted American colours, and fired a gun to leeward. At six we spoke her. She proved to be the ship Columbia, commanded by Mr. Robert Gray, belonging to Boston, whence she had been absent nineteen months. Having little doubt of his being the same person who had formerly commanded the sloop Washington, I desired he would bring to, and sent Mr. Puget and Mr. Menzies on board to acquire such information as might be serviceable in our future operations." Captain Vancouver was delighted to learn that Captain Gray, while in the *Lady Washington,* had not made the "singular voyage behind Nootka" with which he was credited by publications in England. He records some of the information obtained by his officers from Captain Gray, including: "He likewise informed them of his having been off the mouth of a river in the latitude of 46° 10′, where the outset, or reflux was so strong as to prevent his entering for nine days." In a later entry Captain Vancouver thoroughly scouts the idea of such a river, saying: "We could not possibly have passed any safe navigable opening, harbour, or place of security for shipping on this coast, from Cape Mendocino to the promontory of Classet [Cape Flattery]; nor had we any reason to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert, in that space, the existence of arms of the ocean, communicating with a mediterranean sea, and extensive rivers, with safe and convenient ports." (*Voyage of Discovery Round the World,* second edition, Vol. II., pp. 41, 42, 43, 59.) Another journal of Vancouver's voyage has a similar denial as follows: "So far as we had yet proceeded up these Straights, we had seen no opening, nor the appearance of any Harbour, on the Southern, or Continental Shore; now two or three openings present themselves, and as the great object of the voyage was if possible to discover a communication by water between this Coast and the Lakes situated on the other side of America, the Continental Shore must of course be kept always aboard and all openings minutely explored." (*A New Vancouver Journal on the Discovery of Puget Sound, By a Member of the Chatham's Crew.* Edited by Edmond S. Meany, 1915, p. 5.)

wich Isles March, '92. A boat boarded us from the *Discovery,* and we gave them all the information in our power. Especially as respected the Straits of Juan De Fuca, which place they was then in search of. They bore away for the Straits mouth, which was not far distant. Stood in and drain'd the village we was at yesterday and then bore off after the English ships.

29. Pass'd Tatooch Isle, close on board, and left a large ledge of Rocks without us, and stood into the Straits of De Fuca. Many Indians came off and brought plenty of furs. The English ships came too towards evening on the South entrance of the straits. In the morning they got under way and stood up. We stood in and anchor'd, to the Westward of Cape Flattery, in 17 fm. Trade not very brisk. Got under weigh again towards evening and stood to the S. and E. along shore.

May 1. N. Latt. 47° 52′; W. Long. 123° 30′; Azi. 17° 30′ E. Anchor'd off the Village Kenekomitt,[42] in the place we left on the 27th April. Tatooch Isle bore WBS. 2 leagues. A brisk trade for furs.

3. Hove up and made sail for the Straits, the weather looking threatning and soon enter'd them, found smooth water. Kept beating to and fro, in preference to casting anchor.

5. Stood in toward Tatooch's Isle. The Natives brought plenty of *Halibut* and other fish, but few *Skins.* Stretch'd out from De Fuca Straits and bore off to the S. and E., running along shore, about 2 miles from land.

6. Hove to for some Canoes to come up. They brought us fish but no *skins.* Bore off. These fellows belong'd to a small village in sight from the Ship, call'd *Goliew.*

At anchor in Gray's harbour.

7. N. Latt. 46° 58′. Saw an inlet in the land, which had all the appearance of an harbour. Sent the Cutter, under charge of 2d Officer, to examine it. Laying to, a strong current with Squally weather. The Boat returnd, and the Officer reported that he cou'd find nothing but breakers at the entrance, but farther in it had the appearance of a good harbour. This appearance being so flattering, Capt. Gray was determin'd not to give it up. Therefore ordering the boat a head to sound, with necessary signalls, the Ship stood in for the weather bar and we soon see from the Mast head a passage in between the breakers. Bore off and run in NEBE.,

42 The points of the compass given are of no assistance in locating this village.

having from 4 to 9 fathom sand, an excellent strong tide setting out. The boat having made a signal for anchorage and a good harbour, we continued to stretch on till completely within the shoals when we anchor'd in 5 fm. in an excellent harbour.[43] Vast many canoes came off, full of Indians. They appear'd to be a savage set, and was well arm'd, every man having his Quiver and Bow slung over his shoulder. Without doubt we are the first Civilized people that ever visited this port, and these poor fellows view'd us and the Ship with the greatest astonishment. Their language was different from any we have yet heard. The Men were entirely naked, and the Women, except a small Apron before made of *Rushes*, was also in a state of Nature. They was stout made, and very ugly. Their canoes was from the Logs, rudely cut out, with upright ends. We purchas'd many furs and fish.

8. N. Latt. 46° 58′; W. Long. 123° 0′. Vast many canoes along side, full of Indians. They brought a great many furs which we purchas'd cheap, for Blankets and Iron. We was fearfull to send a Boat on discovery, but I've no doubt we was at the Entrance of some great river, as the water was brackish, and the tide set out half the time. This evening heard the hooting of Indians, all hands was immediately under arms. Several canoes was seen passing near the Ship, but was dispers'd by firing a few Muskets over their heads. At Midnight we heard them again, and soon after, as 't was bright moonlight, we see the canoes approaching to the Ship. We fird severall cannon over them, but still persisted to advance, with the war Hoop. At length a large canoe with at least 20 Men in her got within ½ pistol shot of the quarter, and with a Nine pounder, loaded with langerege* and about 10 Muskets, loaded with Buck shot, we dash'd her all to pieces, and no doubt kill'd every soul in her. The rest soon made a retreat. I do not think that

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43. This discovery of Grays Harbor is one of the two great achievements of Captain Robert Gray on the northwest coast of America. The other was the discovery of the Columbia River, which occurred a few days later. Fortunately, there have been saved from Captain Gray's destroyed log of the *Columbia* extracts giving the important entries recording these discoveries. That pertaining to Gray's Harbor is as follows:

"May 7, 1792, A. M.—Being within six miles of the land, saw an entrance in the same, which had a very good appearance of a harbor; lowered away the jolly-boat, and went in search of an anchoring-place, the ship standing to and fro, with a very strong weather-current. At 1 P. M. the boat returned, having found no place where the ship could anchor with safety; made sail on the ship; stood in for the shore. We soon saw, from our mast-head, a passage in between the sand-bars. At half past 3, bore away, and run in northeast by east, having from four to eight fathoms, sandy bottom; and, as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem. Many canoes came alongside. At 5 P. M. came to in five fathoms water, sandy bottom, in a safe harbor, well sheltered from the sea by long sand-bars and spits. Our latitude observed, this day, was 46° 58′ north." (*House of Representatives Report* No. 101, 25th Congress, 3rd session, dated January 4, 1839, p. 47. *United States Public Documents*, Serial Number 351.)

* Langrage, case-shot loaded with pieces of iron of irregular shape, formerly used in naval warfare to damage the rigging and sails of the enemy. The origin of the word is not known. Captain John Smith mentions in his Seaman's Grammar (1627) langrill shot, but a century and a half passed before langrage came into use.—W. C. F.

they had any conception of the power of Artillery. But they was too near us for to admit of any hesitation how to proceed.[44]

9. Very pleasant weather. Many canoes came along side from down River and brought plenty of Skins; likewise some canoes from the tribes that first visited us, and their countenances plainly show'd that those unlucky savages who last Night fell by the Ball, was a part of the same tribe, for we cou'd plainly understand by their signs and gestures that they were telling the very circumstance, to their acquaintances from down River, and by Pointing to the Cannon, and endeavoring to explain the noise they made, made us still more certain that they had no Knowledge of fire arms previous to our coming amongst them. I am sorry we was oblidged to kill the poor Devils, but it cou'd not with safety be avoided. These Natives brought us some fine Salmon, and plenty of Beaver Skins, with some Otters, and I believe had we staid longer among them we shou'd have done well.

11. Weigh'd and came to sail, and stretch'd clear of the bar. Named the harbour we had left, after our Captain.[45] Standing to the South.

AT ANCHOR IN COLUMBIA'S RIVER.

12. N. Latt. 46° 7′; W. Long. 122° 47′. This day saw an appearance of a spacious harbour abreast the Ship, haul'd our wind for it, observ'd two sand bars making off, with a passage between them to a fine river. Out pinnace and sent her in ahead and followed with the Ship under short sail, carried in from ½ three to 7 fm. and when over the bar had 10 fm. water, quite fresh. The River extended to the NE. as far as eye cou'd reach, and water

44 The saved fragment of Captain Gray's log does not mention this attack. Later, when the *Columbia* met the sloop *Adventure*, Captain Haswell of the latter wrote in his journal under date of June 14, 1792: "They discovered a harbor in lititude 46° 53′ N. and longitude 122° 51′ W. This is Gray's Harbor. Here they were attacked by the natives, and the savages had a considerable slaughter made among them." (Bancroft, *Northwest Coast*, Vol. I., p. 731.) In the same volume, page 260, Bancroft says, in note 44, "The fight is not mentioned in the *Columbia's* log, and may therefore be an error of Haswell." If Bancroft had had access to this Boit journal, he would not have written that note.

45 This frank statement reveals just how Gray's Harbor got its name. Captain Gray had named it Bulfinch Harbor after Charles Bulfinch of Boston, one of the owners of his vessel. The saved fragment of his log does not give the entry bestowing that name but on May 11, 1792, the entry says: "At 8 P. M. the entrance of Bulfinch's harbor bore north, distance four miles." In the Ingraham manuscript journal the chart shows "Bulfinches Harbor." Haswell's journal (note 44, above) shows that he reflected the will of the men in calling the harbor after their captain. On October 18, when leaving the northwest coast, Captain Vancouver ordered Joseph Whidbey in the supply ship *Daedalus* to take one of the *Discovery's* boats "to examine Gray's harbour, said to be situated in latitude 46° 53′." Thus the English journals and charts at once used Grays Harbor instead of "Bulfinch Harbor." In 1838, Charles Bulfinch then seventy-five years of age, was appealed to for certified copies of the *Columbia's* log to sustain claims before the Government. In these he made it clear that Captain Gray had called his discovery "Bulfinch's harbor."

fit to drink as far down as the *Bars,* at the entrance.[46] We directed our course up this noble *River* in search of a Village. The beach was lin'd with Natives, who ran along shore following the Ship. Soon after, above 20 Canoes came off, and brought a good lot of Furs, and Salmon, which last they sold two for a board Nail. The furs we likewise bought cheap, for Copper and Cloth. They appear'd to view the Ship with the greatest astonishment and no doubt we was the first civilized people that they ever saw. We observ'd some of the same people we had before seen at Gray's harbour, and perhaps that was a branch of this same River. At length we arriv'd opposite to a large village, situate on the North side of the River, about 5 leagues from the entrance. Came to in 10 fm. sand, about ¼ mile from shore. The River at this place was about 4 miles over. We purchas'd 4 Otter Skins for a Sheet of Copper, Beaver Skins, 2 Spikes each, and other land furs, 1 Spike each.

We lay in this place till the 20th May, during which time we put the Ship in good order and fill'd up all the *water* casks along side, it being very good. These Natives talk'd the same language as those farther South, but we cou'd not learn it. Observ'd that the canoes that came from down river, brought no otter skins, and I believe the otter constantly keeps in Salt water. They however always came well stocked with land furs, and capital Salmon. The tide set down the whole time and was rapid. Whole trees some-

46 This is the great Columbia River. Jonathan Carver in 1766-1767, while travelling "through the interior parts of North America," obtained information which caused him to surmise the existence of the "River Oregon, or the River of the West." It is now believed that he coined the word "Oregon." (*Carver's Travels,* 1796 edition, pp. v. and 48.) In 1775, the Spanish explorer, Captain Bruno Heceta, called the north cape San Roque and the south cape, Cabo Frondoso. The bay between them he called Bahia de la Asuncion. Later the Spaniards changed this name to Ensenada de Heceta. They hinted at a river flowing into the bay. The British trader and explorer, Captain John Meares, in 1788, sought, but did not find, that river. He wrote: "We can now with safety assert, that no such river as that of Saint Roc [Roque] exists, as laid down in the Spanish charts." To show his feelings he gave the bay and northern promontory their permanent names of Deception Bay and Cape Disappointment. (John Meares, *Voyages Made in the Years* 1788 *and* 1789, *from China to the N. W. Coast of America,* London, 1791, Vol. I., p. 270.) The date of May 12, 1792, recorded by Mr. Boit, is evidently an error of one day. The date commonly accepted for this important event in American history is May 11. However, there is room for curious confusion in the saved fragments of the *Columbia's* official log, where the evening hours of May 10 are carried over into the entry of May 11, as will be seen in the following transcript:

"May 10.—Fresh breezes and pleasant weather; many natives alongside; at noon, all the canoes left us. At 1 P. M. began to unmoor, took up the best bower-anchor, and hove short on the small bower-anchor. At half past 4, (being high water,) hove up the anchor, and came to sail and a beating down the harbor.

"May 11.—At half past 7, we were out clear of the bars, and directed our course to the southward, along shore. At 8 P. M. the entrance to Bulfinch's harbor bore north, distance four miles: the southern extremity of the land bore south-southeast half east, and the northern north-northwest; sent up the main top-gallant yard and set all sail. At 4 A. M. saw the entrance of our desired port bearing east-southeast, distance six leagues; in steering sails, and hauled our wind in shore. At 8 A. M., being a little to windward of the entrance of the harbor, bore away and run in east-northeast between the breakers, having from five to seven fathoms of water. When we were over the bar, we found this to be a large river of fresh water, up which we steered. Many canoes came alongside. At 1 P. M. came to with the small bower, in ten fathoms, black and white sand. The entrance between the bars bore west southwest, distant ten miles: The north side of the river a half mile distant from the ship; the south side of the same two and a half miles distance; a village on the north side of the river west by north, distant three quarters of a mile. Vast numbers of natives came alongside; people employed in pumping the salt water out of our water-casks, in order to fill with fresh, while the ship floated in. So ends."

times come down with the *Stream.* The Indians inform'd us there was 50 Villages on the banks of this river.

15. N. Latt. 46° 7′; W. Long. 122° 47′. On the 15th took up the anchor, and stood up River, but soon found the water to be shoal so that the Ship took the ground, after proceeding 7 or 8 miles from our first station.[47] However soon got off again. Sent the Cutter and found the main Channel was on the South side, and that there was a sand bank in the middle. As we did not expect to procure Otter furs at any distance from the Sea, we contented ourselves in our present situation, which was a very pleasant one. I landed abreast the ship with Capt. Gray to view the Country and take possession,* leaving charge with the 2d Officer. Found much clear ground, fit for cultivation, and the woods mostly clear from underbrush. None of the Natives come near us.

18. Shifted the Ship's berth to her Old Station abreast the Village *Chinoak,*[48] command'd by a chief named *Polack.* Vast many canoes, full of Indians, from different parts of the River were constantly along side. Capt. Gray named this river *Columbia's,* and the North entrance Cape Hancock, and the South Point,

47 Here is a confusion of distances. In his entry of May 12, above, Mr. Boit says they anchored near an Indian village "about 5 leagues from the entrance." Here on May 15, he says they had proceeded up the river "7 or 8 miles from our first station." Counting the league to be three miles, the total distance up the river was twenty-three miles according to this Boit journal. The original log of the *Columbia* gives the first anchorage as ten miles from the entrance. (See note 46, above.) And that same log says, under the date of May 14, "at 4 P. M. we had sailed upwards of twelve or fifteen miles, when the channel was so very narrow that it was almost impossible to keep in it." Captain Gray's estimate is thus a total distance of twenty-two or twenty-five miles. It is interesting to note hat the two records are still one day apart. Mr. Boit records the journey up the river as on May 15, while Captain Gray gives the date as May 14. Hubert Howe Bancroft dismisses such differences as follows: "I shall have occasion in this and later volumes to name the works in which Gray's voyage is described or mentioned; but none of them add anything to the original log which I have cited; and the errors made are not sufficiently important to be noted." (*Northwest Coast,* Volume I., page 260, note 46.) Lieutenant W. R. Broughton in the *Chatham* entered the river on October 21, 1792, and made an extensive examination which he later reported to his chief, Captain George Vancouver. About the lower portion of the river, Vancouver says: "Mr. Broughton had, for his guidance thus far up the inlet, a chart by Mr. Gray, who had commanded the American ship Columbia; but it did not much resemble what it purported to represent." This ungracious fling was more than redeemed when Mr. Broughton gave the name Gray's Bay in honor of the American discoverer. He stated that the bay "terminated the researches of Mr. Gray." This would give Gray's distance from the entrance to be between fifteen and sixteen miles. Broughton held that to be not a part of the river. He left the *Chatham* there and with the cutter and launch proceeded up the river to what he named Point Vancouver. There he calculated his distance to be "from what he considered the entrance of the river, to be 84, and from the Chatham, 100 miles." (*Vancouver's Voyage of Discovery Round the World,* second edition, Vol. III., pp. 87, 91, 108.) No effort was made by Broughton or Vancouver to change the name given by Captain Gray to the river. Confusion has arisen as to the exact location of Broughton's "Point Vancouver." The question is carefully studied by T. C. Elliott in *The Quarterly of the Oregon Historical Society,* Volume XVIII,, pages 73-82 (June, 1917.) After visiting the place with interested friends on the anniversary, October 30, 1916, he says: "It at once became conclusive that Point Vancouver is that low and quite broad point of land situated southeast from Washougal and southwest from Cape Horn, Washington, and nearly opposite to the railway station of Corbett, Oregon; * * * it has come to be known by the river men as Cottonwood Point."

* The words "and take possession" were inserted at a later time and are in quite a different ink.—W. C. F.

48 Gray's log gives the spelling Chinouk. It is probably the first time that the name of the later famous jargon or trade language was recorded. An early settlement of white people on Baker Bay, nearer the mouth of the river, has retained the name of Chinook.

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Adams.[49] This River in my opinion, wou'd be a fine place for to set up a *Factory.* The Indians are very numerous, and appear'd very civil (not even offering to steal). During our short stay we collected 150 Otter, 300 Beaver, and twice the Number of other land furs. The river abounds with excellent *Salmon,* and most other River fish, and the Woods with plenty of Moose and Deer, the skins of which was brought us in great plenty, and the Banks produces a ground Nut, which is an excellent substitute for either bread or Potatoes. We found plenty of Oak, Ash, and Walnut[50] trees, and clear ground in plenty, which with little labour might be made fit to raise such seeds as is necessary for the sustenance of inhabitants, and in short a factory set up here, and another at Hancock's River, in the Queen Charlotte Isles, wou'd engross the whole trade of the NW. Coast (with the help [of] a few small coasting vessells).

20. This day left Columbia's River, and stood clear of the bars, and bore off to the Northward.[51] The Men, at Columbia's River, are strait limb'd, fine looking fellows, and the Women are very pretty. They are all in a state of Nature, except the females, who wear a leaf Apron — (perhaps *'t was* a fig leaf. But some of our gentlemen, that examin'd them pretty close, and near, both within and without reported, that it was not a leaf, but a nice wove mat in resemblance!! and so we go — thus, thus — and no War! —!

21. N. Latt. 47° 55′. Abreast the Village *Goliu,* hove to and purchas'd some Skins from the Natives, then bore off to the North and West.

22. N. Latt. 48° 20′; W. Long. 124° 32′. Saw Tatooch's Isle and Cape Flattery, on the S. and E. entrance of Juan De Fuca straits (bound to the North'd) for to meet the Sloop *Adventure.*

23. N. Latt. 49° 9′; W. Long. 126° 0′ O ☾ ✳ ☾. Clioquot harbour, fine fresh gales, at SE.

24. N. Latt. 50° 10′; W. Long. 128° 10′. Pass'd Woody point, at 2 miles distant. Several canoes put off from Columbia's Cove, but we did not stop.

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49 The name Cape Hancock has not replaced the older name, Cape Disappointment but Point Adams has remained as given by these Americans. Vancouver accepted it, saying in his journal (as above cited, page 88,) "Point Adams is a low, narrow, sandy, spit of land, projecting northerly into the ocean, and lies from Cape Disappointment, S. 44 E. about four miles distant."

50 As in the cases of turkeys and buffaloes cited above, this is an error. There were no walnut trees indigenuous to this region.

51 This date is the same as in the official log. As shown above, Mr. Boit's journal was one day ahead on two other entries, including the day of entering the river. (Notes 46 and 47 above.) The two journals synchronize again on this date of departure.

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At anchor in St. Patrick harbour.

25. N. Latt. 50° 30′; W. Long. 128° 30′. This day the Ship being abreast a fine inlet, dispatch'd Mr. Smith, in the Cutter to examine it. Soon after the Boat had a signal for a harbour. Haul'd our wind and stood in shore and anchor'd 15 fm. mud and sand, in a complete Snug Cove. Many canoes came along side, full of *Indians*. They was all dress'd in War *Armour*, and completely arm'd with Bows, arrows and Spears, and had altogether quite a savage appearance. I believe they was fearful we shou'd rob their village, which was at no great distance as they appear'd much agitated. However soon began a brisk trade for Otter furs. We landed, with the boats, and got Wood and Broom Stuff, but the Indians wishing to be troublesome, soon give over this business — indeed I was oblidged to knock one of them down with my Musket.[52]

At anchor in Columbia's Cove.

28. N. Latt. 50° 30′; W. Long. 128° 30′ O ☾. Weigh'd and came to sail, and left this harbour, which we named *St. Patrick's*.[53] The *Indians* were much the same as the Nootka tribes. Standing towards Woody point, which was in sight. Towards evening, anchor'd in Columbia's Cove,[54] in our former berth, past many natives along side, and seem'd much pleased at our visiting them again.

29. N. Latt. 50° 6′; W. Long. 128° 12′. Vast concourse of Indians off, among whom was *Necklar* chief of the sound. They brought many more furs than they did the last season we visited them. Found these Natives so chearful and oblidging, that we did not apprehend any danger in sending parties on shore after Wood and Water. However, they soon discover'd our Crew was diminish'd, and was very inquisitive for to know what had become of the rest of us. We thought prudent for to tell them that they was asleep below. I mistrust that the Indians did not believe us, but probably supposed our Shipmates had been kill'd. At 10 in the evening, a number of large canoes full of People, came into the

52 Dr. John McLoughlin, Chief Factor of the Hudson's Bay Company, had a similar experience near Fort Vancouver, on the Columbia River, when the Indians demanded pay for the stones a ship was taking for ballast. "This Dr. McLoughlin regarded as the most unjustifiable impudence he ever encountered, and he was mildly furious. Seizing a stone and thrusting it into the mouth of the chief, he shouted, 'Pay? pay? Eat that, you rascal, and then I will pay you for what the ship eats!'" (Bancroft, *Northwest Coast*, Vol. I., pp. 433-434, note 21.)

53 This name has not remained. From the latitude given it must have been in the vicinity of the present Quoatsino Sound. Seven years before, in 1785, the British captain, James Hanna, named a bay nearer the northwestern extremity of the present Vancouver Island, St. Patrick's Bay. This name has also disappeared. The Spaniards called it "San Josef" and the map of the Province of British Columbia, by the Commissioner of Lands and Works, 1912, retains the Spanish name.

54. Nasparte Inlet. (See note 7, above.)

Cove. They halted near some rocks about Pistol shot from the Ship, and there waited about ten minutes, during which time all hands was brought to arms, upon deck in readiness to receive them. Soon after a large War Canoe, with above 25 *Indians,* paddled off for the Ship. We hail'd them, but they still persisted, and other canoes was seen following, upon which Capt. Gray order'd us to fire, which we did so effectually as to kill or wound every soul in the canoe. She drifted along side, but we push'd her clear, and she drove to the North side of the Cove, under the shade of the trees. 'T was bright moon light and the woods *echoed* with the dying groans of these unfortunate Savages. We observ'd many canoes passing and repassing the Cove, at a small distance, in all probability they was after the poor dead Indians. They soon after ceas'd groaning, and we neither see nor heard any thing of them after.

We always found these Natives very friendly but they soon discover'd how thin the Ship's Company was now to what it was when we visited them before, and I believe it is impossible to keep friends with savages any longer than they stand in fear of you. But I cannot think they had any intention of boarding the Ship but were after a small anchor, which they in the course of the day see placed on some rocks (above water) for to steady the Ship, and when taken off at dusk they had left the Ship. But still they was daring fellows, to think they cou'd steal the *anchor* of a moon light night, within pistol shot of the Ship. Capt. Gray did not wish to fire upon them, for we cou'd easily have blown them to pieces, while they was holding a conference abreast the Rocks. They first stopt all by firing a *cannon* or two among them, and the reason we suffer'd them to approach so near before firing was that we were in hopes they wou'd miss the *Anchor* and then leave the Cove, for we wish'd much to keep friendly with these Indians, as this was the appointed *Rendezvous* for to meet the Sloop.

BOUND TO THE NORTHWARD.

30. This day unmoor'd and left Columbia's Cove, bound to the Northward, having left a Board *nail'd* to a tree, just back of the watering place, with the following *inscription* "Ship Columbia, arriv'd May 28th Saild May 30th. BEWARE," that in case Capt. Haswell shou'd arrive before us, he might be on his guard.

June 1. N. Latt. 50° 7′; W. Long. 128° 30′; Amp'd 21° 20′ E. Head wind at NW. and squally weather. Ships Crew all well and hearty.

4. N. Latt. 51° 0′; W. Long. 129° 1′. Some Canoes full of Indians came off from the Shore, abreast the Ship, and many valuable skins was *purchas'd.* Iron seem'd most in demand. These fellows soon grew saucy, and threw a number of *stones,* at our people, but as we did not wish, (if possible) to avoid it, for to shoot the poor mistaken savages, we bore off to the Northward, keeping in sounding from 30 to 20 fm., 2 miles off shore.

PINTARD'S STRAITS.

5. N. Latt. 51° 30′; W. Long. 129° 30′; Azi. 20° 30′ E. This day saw a large entrance in the land, between two points, above 4 leagues wide.[55] We haul'd in for the same and when between the points had no bottom with 30 fm. We directed our [course?] about E½S and cou'd not see the Land to the East. The Ship went in exceeding fast with a strong tide in favour. Water was quite salt, which prov'd it not to be a River. Observ'd many high Rocks and small Isles, scatter'd about in this famous Straits. Kept the Lead going but got no bottom with 30 fm. line, and saw no signs of Indians. Towards dark stretch'd close in to the South Shore, for anchorage, but found none. Kept working under short sail all night, making short boards. No ground in any direction with 120 fm. line.

6. Azi. 20° 30′ E. Bore away up sound, in pursuit of anchorage and Natives. At length, after advancing 15 leagues up sound, we came to, within stone's throw of the beach, in 20 fm. water, sandy bottom, upon the South shore.

7. I went on shore abreast the Ship, with two *boats* after wood, took the Carpenter with me for to cut a Mizen topmast. We had not been long at work, in the Woods before above 200 *Indians,* of a sudden rush'd out upon us. The carpenter being some way from the rest of the party, got nearly surrounded, and was oblidged to fly, leaving his Broad Axe behind. I immediately rallied my people together, and retreated slowly, at the same time fir'd a few *Musketts* over their heads which kept them in check. At length they advanced so near as to throw their Spears. We then discharg'd our *Musketts* and killd several. However they still persisted, and I believe if we had not got to the beach (clear from the woods) that we shou'd have been overpow'd. They heard the reports of the *Musketts* on board, but never dreamt that we [were]

55 This waterway had been named Queen Charlotte Sound by one of the officers on the British ship *Experiment* in 1786. It was an honor for the wife of King George III. For a discussion of the uncertainty as to which officer did the naming, see Walbran, *British Columbia Coast Names,* pages 410-411. The Americans sought to name the inlet "Pintard's Sound" in honor of J. M. Pintard, of Boston, one of the owners of the *Columbia.* Captain Ingraham's manuscript chart shows also this same attempt at an American name.

attack'd by Indians, as none had been seen before. Immediately as we made our appearance the Ship cover'd us with the Cannon and the Grape and round shot, must have done considerable damage to our pursuers, as they fell just into the brink of the wood, where the thickest of the Indians was. This soon dispers'd them, and we got all safe on board. Some of these fellows afterwards came down abreast the Ship and brandished their Weapons at us, bidding defiance.

8. N. Latt. 51° 30′; W. Long. 129° 30′; or *thereabouts.* Got under way bound farther up the Straits and towards evening luff'd into a small bend of the land, and came to in 17 fathom close to the shore. A few canoes, with Indians came off, who talk'd the Nootka language. They inform'd that in two days, through the *woods,* they cou'd reach Nootka Sound and indeed, the Ship was at Anchor near to a Mountain, which is plainly in view at Friendly Cove, (Nootka Sound).[56]

9. Many canoes of this day, and plenty of fine Otter Skins was purchas'd. About Noon, 20 large War Canoes hove in sight, with above 30 Men in each, and we soon discern'd with our Glasses that they was all arm'd, with Spears and *Arrows.* The friendly Indians that was trading along side, told us these people had come to fight, and belong'd to the tribe we had fir'd at two days before, when attack'd upon the beach. Capt. Gray thought it not safe to admit them along side at once, and therefore order'd them, when within hail, for to keep off, and not but one canoe come along side at a time. They obey'd the command, and one canoe, with 42 men came alongside, but had only a skin or two. We soon discover'd that the main body of canoes was paddling towards us, singing a War Song. We fir'd a cannon and some Muskets over their heads. At this they mov'd off about 100 yds. and again halted. A Small Canoe, with a Chief, (paddled by two Indians) kept constantly plying between the Ship and the main body of the Canoes, counting our men, and talking earnestly to the *Natives* along side, encouraging them to begin the attack. He was suffer'd to proceed in this manner some time, when Capt. Gray told him to come near the Ship no more, but he still persisted, and was shot dead for his temerity. Also the Chief Warrior, of the Canoe along side, was shot, for throwing his Spear into the Ship. They then made a precipitate retreat, and the trading Indians, who had kept at a small distance viewing the transactions, again recommenced their trade with us. They inform'd us these Indians, who meant to

56 He here hints at what Vancouver was soon to prove, that Nootka Sound is not a mainland harbor.

attack us, was of another tribe with them. Canoes with Indians, came along side and traded away their Otter Skins, but not without Manifest signs of fear.

12. The Natives kept bringing furs, which we purchas'd for Copper and Cloth. *Iron* very dull sale.

FROM PINTARD'S STRAITS TO COLUMBIA'S COVE.

13. Weigh'd and came to sail, standing down straits saw a number of fishing canoes, at a distance but none came near. Towards evening came to in 16 fm. at our former *anchorage*. See no Indians.

14. Fair wind and pleasant, weigh'd and stood down straits, and at 9 in the evening got clear out bound to Columbia's Cove, our place of Rendezvous. Shou'd these straits join with Juan da Fuca, which perhaps it does, it must make the whole Coast between the Latitudes of 48° 15′ and 51° 30′ North and Longitudes 120° 57′ and 129° 30′ W. a vast Archipalago of Islands.[57] We named the port we had entred *Pintards,* after one of the owners, and I've no doubt we are the first *discoverers.*[58] It is certainly the most dangerous navigation we have experienced being full of Ledges, small Isles, no soundings and excessive strong tides. But I think it affords the most Sea Otter skins. We procured upwards of 300 hundred, during our stay, and saild up this straits more than 100 miles, and cou'd see no end. At our last anchorage, or rather the highest up the shore seem'd to trend about ESE.

15. N. Latt. 51° 17′; Amp'd 21° 14′ E. Head wind beating to and fro, making slow progress. The entrance of Pintards straits bore East, 3 or 4 leagues, 70 fm. water.

17. N. Latt. 50° 6′; W. Long. 128° 12′ O ☾. Fresh breezes. This day spoke the Sloop *Adventure,* Capt. Haswell, sent our boat and Capt. Haswell came on board the Ship. Bore off the Cove. 'T is remarkable that we both meet within 12 league of our Rendezvous bound in. The chief of the Sloop's Cruize had been about the Charlotte Isles, and had collected about 500 *Skins,* all prime. On the 24th of April Capt. Haswell fell in with the Ship *Margaret* of of Boston, James Magee Master.[59] They was on the same business

57 Another hint at the impending discovery.

58 They were real discoverers of that portion of the great waterway. The British officers had discovered and named the entrance and Vancouver was to approach in that same summer from the opposite entrance. Those Americans got little or no credit for that geographic discovery but, as Mr. Boit says, they got many sea otter skins.

50 Haswell's journal for the date of this meeting, June 17, 1792, contains a brief account of the *Columbia's* experiences. Mr. Boit's effort to tell about Haswell's doings fixes on the wrong date. The meeting with Captain Magee was on May 7, instead of April 24. In seeking Captain Magee, Haswell says: "I had been informed by some of Coyah's tribe that there was a ship lying at Barrel's Inlet, and I had little reason to doubt them, as one of the natives had a jacket and trousers they had purchased of them, on the buttons of which was printed, Long live the President, G. W." (Bancroft, *Northwest Coast,* Vol. I., p. 729.) Captain Magee had brought letters from home greatly appreciated by Captain Haswell and the other Americans.

as ourselves. At 5 P. M. past Woody point, and at 7 anchored in company with the Sloop, in Columbia's Cove. A few Natives ventured along side, after much coaxing. (Found the Inscription at the watering place unmolested.) Took the Skins from *Sloop* on board ship. Sent parties on shore, well arm'd after wood and water. Purchas'd some furs.

20. Haul'd the Sloop on shore, and graved her. Capt. Haswell says she is an excellent sea boat, and sails very well. The Indians among whom he traded never offer'd insult.

21. Got the Sloop off the *ways,* and fitted her for another Cruize.

24. Weigh'd and sail'd from the Cove, in company with the *Adventure,* bound to Queen Charlotte Isles.

25. N. Latt. 50° 37′; W. Long. 129° 55′. Fair wind and moderate breezes. Sloop in company. The coast about 8 leagues distance.

28. N. Latt. 52° 18′; W. Long. 129° 15′. Fresh winds, all sail out running along shore, about 3 leagues distance, with smooth sea. Sloop about 2 miles a head. At 2 P. M. the Ship struck a Rock, which lay about 7 feet under water and did not break, hove all aback, and she came off clear, try'd the pump, and found she leak'd 1000 smart strokes per Hour, sounded along the Rock, and found no ground at 70 fm. Hoisted a signal for the Sloop, and she immediately haul'd her wind for us. Stood off, both pumps just keeps the leak under. In the morning bore off to the Northward.

29. N. Latt. 53° 1′; W. Long. 131° 41′. Came on a hard gale of wind, and although we kept firing Cannon through the night the Sloop parted from us, as 't was very thick in the morning. The leaks rather increas'd, and our feelings was not the most agreeable on the occasion.[60]

Off Queen Charlotte Isles (South part).

30. N. Latt. 51° 57′; W. Long. 131° 10′. This day see the Queen Charlotte Isles, stood in pretty close to the South pt. and fother'd the Ship with a topsail which we had previously prepared for that purpose. This, fortunately for us, stop'd the leak one half.

July 1. N. Latt. 51° 48′. Close in off the South pt. of Queen Charlotte Isles from which lay many detach'd Rocks. We pass'd

60 Captain Haswell, in the sloop, was fearful that the *Columbia* had foundered and stood to and fro all day near the place of separation. He worried over the matter until he met Captain Ingraham, in the *Hope,* on August 21. He then learned that Captain Gray was repairing the *Columbia* at Nootka. (Bancroft, *Northwest Coast,* Vol. I., p. 734.)

the pt. within two or three miles and left many breakers without us in the Offing. We wish to get into Barrells sound.

2. N. Latt. 51° 49′; W. Long. 130° 30′. Saw the entrance of Barrells sound, bearing NW., the wind direct in our teeth. Employ'd turning to windwards, with all the Elements against us. Crew all in brave health.

3. Employ'd beating to windward through the night, in the morning spoke the Ship *Margaret,* James Magee, Master. Capt. Gray went on board the *Margaret,* and found Capt. Magee very sick. This ship stopt a few days at the Cape De Verds, and made her passage in 6 months. They had not been very fortunate in trade. Bore away to the Southward, in company with Capt. Magee, bound to Columbia's Cove, for the purpose of examining the *Columbia's* bottom. Fair wind at NW.

AT ANCHOR IN COLUMBIA'S COVE.

5. N. Latt. 50° 6′; W. Long. 128° 0′. This day came to in Columbia's Cove in company with the *Margaret.* Several canoes came along side, and the Natives appear'd quite chearfull.

6. Hoisted all our Cannon, in the longboats of both Ships, made a raft of our spare spars on which we put everything possible that wou'd not damage. Sturck yards and topmasts. So ends.

7. Took up the Anchor, and hauld the Ship on shore, on a fine beach, at high tide. When the tide ebb'd, 't was discover'd that the Ship's keel was split, and the lower part of the Stem was entirely gone, within 2 inches of the Wood ends, a great deal of Sheathing was off, and three of the plank next to Garboard Streak was stove on the larboard side. The Carpenters went to work and put in new pieces of plank but it was found impracticable to pretend to repair the bows without heaving down, or some such method, and this cou'd not be done in our present situation. Nootka Sound, where we knew there was a Spanish settlement, Capt. Gray tho't the most proper place, and we all concur'd in the opinion.

8. Hauld the Ship off, and soon got ready to leave the Cove.

BOUND TO NOOTKA SOUND.

10. N. Latt. 50° 6′; W. Long. 128° 0′. This day weigh'd, and again left the Cove, in company with the *Margarett,* standing towards *Nootka,* but overshot it in the Night, which is a misfortune.

11. N. Latt. 49° 9′; W. Long. 125° 26′. Abreast Clioquot harbour, and as it's in vain to beat to Nootka with a strong breeze

a head, we bore up, and towards evening, in company with the *Margaret,* anchor'd in Clioquot harbour. The Natives were at first shy, but we prevail'd on some of them to come on board.

12. Capt. Gray, having met with *Wickananish* on board the *Margaret,* prevail'd on him to visit the *Columbia,* but he did not appear happy. However 't was the means of getting more *Skins,* than we otherwise should have done. Employ'd wooding and watering (abreast the Ship) and under cover of her Guns.

15. This day arriv'd in the Harbour the English Brig *Venus,* Henry Sheppard Master, 6 months from Bengall in *India.* I went off to him in the offing, and piloted his Brig to the harbour. He inform'd us that at a small harbour in De Fuca straits, where he was at anchor a few days since, there was a Spanish settlement, where lay a Spanish 64, the master of which while amusing himself in shooting back in the woods, was kill'd by the Indians, in consequence of which the Spaniards seized a Canoe full of Natives and massacred them all (in *cold blood*) not even sparing Children. Shocking to relate![61]

17. Weigh'd with a fair wind, and left Clioquot bound to Nootka sound, to repair the Ship, under the protection of the Spaniards. Left the Ship and Brig behind. The wind soon came a head, and we began turning to windward, without making much progress. However we shall reach it by perseverance.

19. N. Latt. 49° 0′; W. Long. 125° 0′. Bad weather and the wind direct ahead. This day stood in and anchor'd in Clioquot harbour. Found the Ship made a poor hand beating to windward, without a Stem. Found the Brig *Venus* here, but Capt. Magee had sail'd. No canoes off.

20. Wind favorable, weather more settled. Weigh'd at Daylight, in company with the *Venus,* and stood to sea. Wind soon haul'd in its old quarter. Employ'd beating to windward towards Nootka Sound.

21. N. Latt. 49° 17′; W. Long. 126° 0′. Wind still at WNW. and fair weather. Saw Breakers point NW. 4 leagues, making short hanks.

22. Weather'd away Breakers point and stood towards Nootka Sound. Observ'd the Spanish Colours flying at the Entrance of

61 Captain Ingraham's manuscript journal mentions the Spanish officer and, later, while complaining of the natives of Neah Bay lurking about the shipping, says: "What their motive was I cannot say unless in hopes of some opportunity to be revenged on Senor Fidalgo who it seems kill'd 8 men as a retaliation for the life of the officer before mentioned. this circumstance seem'd to have a very sensible effect on these people for when ever anything relative to the affair was mentioned it would occasion a tremour and every one was ready to say it was none of their tribe &c. If the innocent were punish'd and the guilty escaped it was a pity but how was any one to ascertain the guilty person as no one would come forward to acuse him or them hence Senor Fidalgo to convince them such enormities would not be passed over with impunity thought proper to make an example of the first he met with after the death of his unfortunate Officer and much esteemed friend."

Friendly Cove, but the tide swept us so strong towards some breakers on the East shore, and the wind being light oblidg'd us to Anchor in 16 fm. rocky bottom. Hoisted our Ensign in a Wiff and fire a Gun for assistance which was answered by the *Spaniards*. Soon after see several Boats rowing towards us. Quite calm.

23. The Boats got alongside. They was sent by the Spanish Admirall to our assistance (except one, from an English *Store Ship*, under charge of Mr. *Neal*, the 1st Officer). This *Ship* was sent out by the British Government, with Stores for Capt. *Vancoover*, who had not yet arriv'd at the Sound. The Spanish boats was under the charge of a Pilot, who had order to Get the Ship to the Cove, and lend every assistance.

At anchor in Nootka Sound.

24. N. Latt. 49° 30′; W. Long. 126° 30′. Light breeze from the South'd and East'd. Weigh'd and came to sail, under conduct of the Spanish Pilot, who well knew his business, and was perfectly acquainted with the soundings and tides. Upon passing the Spanish fort, at the Entrance of the Cove, we saluted with 7 Guns, which was return'd. Towards evening came to, in Friendly Cove (Nootka sound). Found riding here the Store Ship, a Spanish Sloop of War, and the Brig *Venus*. The Spaniards treated us nobly, and offer'd freely every assistance in their power. We lay in this place till the 23d August. Shall give the *Minutes* of our transactions during that period.

25. N. Latt. 49° 30′; W. Long. 126° 30′. Discharg'd the Ship's Cargo and stores, and stored them in a house on shore which the Spaniards had lent us for that purpose. Strip'd the Ship to a Gutline, and got the riging all on shore to repair. The Spanish governor seem'd highly pleas'd with the dispatch that took place; indeed ev'ry man in the *Columbia* was anxious to get the Ship in readiness to pursue her Voyage, well knowing that the time drew nigh when we shou'd again be sailing towards our friends in America, and our sweet anticipation of the joys that await us there made us use ev'ry effort. This Spanish settlement at *Nootka*, contained about 50 Houses, indifferently built (*except* the Govenror's, which was rather *grand* than otherways). There was about 200 Inhabitants, consisting of Spaniards and Peru Indians, but no females. Their fort was no great thing, mounted with 6 twenty four and thirty six pounders—the platforms would not bear the weight of metal. There was two Botanists resided with the Governour. Capt. Gray took up his lodgings at the *governor's* request, at his house.

29. Don. Van Francisco De La Vondego,[62] which was the name of the Governor, gave a grand entertainment, at his house, at which all the Officers of the Fleet partook. Fifty four persons sat down to Dinner, and the plates, which was *solid silver* was shifted five times, which made 270 Plates. The Dishes, Knifes and forks, and indeed every thing else was of Silver, and always replaced with spare ones. There cou'd be no mistake in this as they never carried the dirty plates or Dishes from the Hall where we dined, (as *I thought,* on purpose to let us see the quantity of plate used by Spaniards in South *America.*)

31. This day got all ready to heave down, by the Spanish Sloop of War, the Governor having granted us his permission.

August 1. Haul'd along side the Spanish Ship, fix'd our purchases to her, and soon had the *Columbia* keel out. But was oblidg'd to right her again, as she made too much water, her upper works being quite weak. Capt. Gray determin'd to give over the Idea of heaving her out, and accordingly gave orders to prepare to lay her ashore on *blocks.*

2. N. Latt. 49° 30′; W. Long. 126° 30′. This day haul'd the Ship upon the beach at high water, and placed a long round log *along* her keel fore and aft, endeavouring to trip her over it, but the Bottom being so *flat,* she wou'd turn keel out. Other log was laid, and moor'd with *Cannon* on the Beach, with an intention of laying the Ship's *Fore foot* on them, which we accordingly did at high water, the logs laying as far aft as the fore *Chains.* This method answered our most sanguine *expectations.* At low water, or half ebb, the ship's bows lay'd four feet above the beach. In this situation we scuttled her Aft, so as to keep her steady in her berth, at high water. In three days, by the assistance of the Spanish and English Carpenters, a New Stem and part of the Cutwater was put to the Ship. Stopt the Scuttle, grav'd the Ship, and haul'd off to our Moorings.

8. The Spaniards view'd us, with astonishment, and the Governor observ'd that he believed we cou'd build a ship in a month.

9. The Brig *Hope,* Joseph Ingrahim,[63] arriv'd here, on the 1st from Canton, and sail'd this day on a *Cruize.*

62 Mr. Boit here makes a sad mess of the name of Don Juan Francisco de la Bodega y Quadra, after which he adds an unusually interesting item about the silver dishes at Nootka.

63 Captain Ingraham devoted his entry of this date to a discussion of the fine dignity and courtesy of Captains Vancouver and Bodega y Quadra, representing Great Britain and Spain under the treaty of October 27, 1790, known as the Nootka Convention. It may be added that a full discussion of "The Nootka Sound Controversy" by William Ray Manning, Ph.D., is published in the *Annual Report of the American Historical Association* for 1904, pages 279-478. It is devoted to the diplomacy between the two nations named but throws no new light on Captain Gray's discoveries.

10. On the 10th arrived here the ship *Buttersworth,* from London, Wm. Brown Commander; Ship *Margaret,* James Magee, and Brig *Hope,* Joseph Ingrahim.

11. And on the 11th arriv'd the Sloop *Prince La Boo,* Capt. Gordon from London. These vessells were all in the fur trade. The *Laboo* was a tender to the *Buttersworth.*

16. The Ship *Margaret* put to sea, under charge of Mr. Lamb, 1st Officer Capt. Magee residing with the Spanish governor for the benefit of his health.

22 This Day the *Columbia* was ready for sea, and in fine order. Have painted her complete.

23. Arriv'd the English brig *Three B's,* Lieutenant Alder, Commander, from London, on a trading Voyage.

BOUND TO CHARLOTTE ISLES.

24. Weigh'd and came to sail, bound for Queen Charlotte Isles, Barrells sound, those Isles being the appointed rendezvous, for to meet the *Adventure,* Capt. Haswell. It is but doing Justice to the Spaniards at Nootka sound to observe that during our tarry among them we was treated with the greatest hospitality, and in fact they seem'd to exert themselves, and to feel interested in our behalf. May such fine fellows Never be in want of the like assisttance shou'd they ever stand in need of it from the hands of any American. The Governor wou'd Not allow Capt. Gray for to pay one farthing.

25. N. Latt. 49° 30′; W. Long. 126° 30′. Nootka sound is as remarkable a place to know from seaward as any I know of. At most times Iatheo peak (a mountain) in the form of a sugar loaf can be seen, and there is none other that at all resembles it, on this part of the Coast. A long low point, with high Breakers off it, makes the SE. part of the Bay. The Western entrance of the sound runs down to a low point, with a small round Hill just back of Friendly cove.

28. N. Latt. 51° 45′; W. Long. 130° 30′. This day made the SE. part of the group of Charlotte Isles. A thick fog came on, so that we cou'd not reach the sound. Employ'd beating off and on, waiting for fair weather.

30. This day the weather clear'd and the Sloop *Adventure* hove in sight standing for Barcl. [Barrells?][64] sound. This is the second time we have met off the place of *Rendezvous.* Saluted each other with 7 Guns. Found Capt. Haswell and Crew all well, and

64 Mr. Ford's conjecture in brackets is correct.

had made a successful cruize. We stood into Port Montgommery,[65] a small harbour to the North'd of Barrells Sound, which the *Adventure* had *visited* before, and her Captain named it after our famous American General who fell before Quebec while gloriously fighting in the defence of our liberties. *Graved* the Sloop in this place, and otherways put her in fine order, to attract the eyes of the *Spaniards* at Nootka, as Capt. Gray meant to sell her to *them* if possible. Cut some spare spars at this place, and wooded and watered the Ship for her passage to Canton. Many Natives visited us, and brought plenty of fish but few furs. Took out the *Skins* from the Sloop and stow'd them away on board the Ship.

Bound to Nootka Sound.

September 13. Weigh'd and stood to sea, in company with the *Adventure,* bound to Nootka sound.

21. N. Latt. 49° 30′; W. Long. 126° 30′. Abreast the Entrance of the Sound. A Spanish Brig in sight to leeward, which hove to and fir'd a Gun. We immediately bore off for her. She was the *Acteva* of 14 Guns, with the Spanish Governor of Nootka on board, bound to *Peru.* He told Capt. Gray that he wou'd wait 10 days at a small *Spanish* settlement, in Juan De Fuca straits, where he was then going, for to leave some orders, previous to his leaving the Coast. He appear'd anxious to have the Sloop, and Haswell was not backward in displaying her to the best advantage. Towards evening we anchor'd in Friendly Cove, having saluted the Spanish Governor with 13 Guns when we parted. Found riding in the Cove His Majesty's Ships *Discovery* and *Chatham,* The *Dedalus,* Store Ship, Capt. [Thomas] New, Ship *Margaret,* of Boston, Capt. Magee, English Brig *Fens,* Capt. Duffin, English Sloop *Jackhall,* Capt. Steward, and a Spanish Line of Battle Ship of 74 Guns. Spanish Colours still flying at the fort, the Governor having refused to give up the Sound to Capt. Vancoover who was authoriz'd by his Government for to take possession of it. However the Spaniards told *Vancoover* that he might have that particular place where Capt. [John] *Mears* made his small settlement, and built a Sloop, which was very inconsiderable. Capt. Vancoover insisted upon having the whole or none. However they both agreed

65 Possibly the Carpenter Bay of the present charts. There is here another error in dates. Captain Haswell gives this meeting as early on the morning of September 3 instead of the August 30 of the Boit journal. Captain Haswell's first mention of Port Montgomery was on May 6, 1792. The name has not persisted. The American sought to be honored was Richard Montgomery. On the rocks above Cape Diamond, near Quebec is an inscription: "Here Major-General Montgomery fell, December 31, 1775."

to let the business remain (in statu quo), to remain friends, and write home to their respective Courts, on the subject of dispute.[66]

Juan de Fuca Straits.

22. Weigh'd in company with the Sloop, and left Nootka bound to Port Ne-ar[67] in Juan de Fuca straits. Fair wind and pleasant weather.

23. N. Latt. 49° 9′; W. Long. 125° 26′ O ☾. Close in with Clioquot harbour. In the morning saw two Sail in the NW. At Meridian Tatooch's Isle on the SE. entrance of the Straits bore E.½S. 8 or 9 leagues.

24. N. Latt. 48° 30′; W. Latt. [Long.] 123° 45′. Spoke the Spanish Brig *Acteva,* with the Governor on board. They was much suppriz'd at our being in the Straits as soon as they was. At dark the Spanish Brig hove to under her tops'ls. We kept plying all night for our Port, and in the Morning got safe to anchor in C'o with the Sloop *Adventure.* Found riding here the Spanish Ship *Princessa* of 64 Guns, and Brig *Hope,* Capt. Ingrahim. This was a small, good harbour, situate about 5 leagues from Cape Flattery, within the straits of De Fuca. The Spaniards had erected a Cross upon the beach, and had about 10 Houses and several good Gardens. Several Natives along side, and a few prime Skins was purchas'd, (*with plenty of fine Halibut*). I went with the Pinnace to the Assistance of the *Acteva,* she having been oblidg'd to anchor near Cape Flattery, in a dangerous situation. When I came on board, instead of using every effort to get clear of Danger, they was performing Mass. However soon got under way and stood for Port Ne-ar.[68]

25. N. Latt. 48° 35′; W. Long. 123° 30′. The *Acteva* anchor'd in company. Saluted the Governor with 13 Guns, which

66 Mr. Boit either did not hear about it or thought it unworthy of mention, the fact that Captain Vancouver had completed the discovery he had hinted at on June 8 and 9. (See above, notes 56 and 57.) On Wednesday, September 5, 1792, after returning from a trip up Nootka Sound, Captain Vancouver made this entry in his journal: "In our conversation whilst on this little excursion, Senor Quadra had very earnestly requested that I would name some port or island after us both, to commemorate our meeting and the very friendly intercourse that had taken place and subsisted between us. Conceiving no spot so proper for this demonstration as the place where we had first met, which was nearly in the center of a tract of land that had first been circumnavigated by us, forming the south-western sides of the gulf of Georgia, and the southern sides of Johnstone's straits and Queen Charlotte's sound, I named that country the island of Quadra and Vancouver; with which compliment he seemed highly pleased." (*Voyage of Discovery Round the World,* second edition, Vol. II., p. 357.) The Spaniard's name has disappeared from recent charts, but *Mitchell's School Atlas,* published in Philadelphia in 1851, showed the conjoined names on the large island.

67 Neah Bay.

68 Captain Ingraham recites at some length the fact that he also went out to the assistance of the *Acteva,* accompanied by Mr. Hoskins, supercargo of the *Columbia.* He says he found Captain Bodega y Quadra angry that assistance had not been sent before. He says he succeeded in explaining all to the satisfaction of their Spanish friend.

was return'd. Employ'd filling up our Water, and getting ready for our passage across the Pacific Ocean.

26. Spanish Officers from both ships, together with Capt. Ingraham, dined on board the *Columbia.* Fired, on their coming, and going away, two Foederall salutes.

27. Saild the *Princessa* for Nootka sound. Ships crew are all in prime health. Natives constantly visit us, but they do not like the Spaniards.

28. This day sold the Sloop *Adventure* to the Spanish Governor, for 72 Prime Sea Otter Skins, worth 55 Dollars each in Canton, which is equal to 4960$., which at 50 per Ct. advance home, is 7440 Spanish Piasters, a good price.[69] He wanted her as a present to the Viceroy of *Mexico.* Before delivery we took out all her provisions and stores, with a New Cable and Anchor.

29. Saild this day the Brig *Acteva* and Sloop *Adventure,* under Spanish Colours, bound to Acapulco. We saluted on their departure with 9 Guns which was return'd.

30. Weigh'd and saild from Port Néar,[70] bound across the Straits for a Cove, call'd by us *Poverty.*[71] Same evening anchor'd, in 7 fathom. Found this harbour much snuger for our business. The Indians brought a few Skins and plenty of fish and some train oil, which last article we much wanted.

October 1. Employ'd wooding and watering and getting the Ship in order. Cut many spare spars.

3. Weigh'd for the last time on the NW Coast, and left Poverty Cove, bound for Canton in China, via Sandwich Islands.[72] Our feelings on this occasion are easier *felt* than described. Our friends at Home and ev'ry endearing *Idea* rush'd so full upon us, and made us so happy, that 't was impossible, for a while, to get the Ship in

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69 Captain Haswell wrote on the same day: "In the morning Capt. Gray concluded his bargain with Commander Quadra for the sloop, for which he received 75 sea-otter skins of a superior quality." (Bancroft, *Northwest Coast,* Vol. I., p. 735.) That entry shows a difference of three sea-otter skins in the two records. Mr. Boit has also made a blunder by "carrying one" and making it $4960, instead of $3960 as the value received for the sloop.

70 Captain Ingraham had a very poor opinion of Neah Bay as a harbor. On September 28, 1792, he wrote: "I cannot imagine what the Spaniards promis'd themselves by forming a settlement on this spot where it is 5 points of the compass open to the sea from WNW to NBW so that it is almost as bad as being in the centre of the straights and I much wonder how the Princessa road out 7 months in safety in such a place especially as the bottom is very rocky in forming a new settlement I should suppose a good Harbour was the first and most materiale thing to be sought for." Neah has remained one of the most substantial Indian villages in the Pacific Northwest.

71 Captain Ingraham's manuscript chart shows "Poverty Cove" to be the same as Port San Juan, on the southwestern shore of Vancouver Island. After the sloop *Adventure* was sold, Captain Haswell and his crew went on board the *Columbia.* His journal shows a few brief entries after that transfer. He records the departure for "Port Poverty" as on September 28, instead of September 30 as recorded by Mr. Boit. Captain Haswell gives the reason for moving as follows: "As it was necessary to cut a large quantity of wood, and a number of spars to last us to Boston, Capt. Gray concluded to go over to Port Poverty, where it would be much more convenient, and much less danger of the natives." (Bancroft, *Northwest Coast,* Vol. I., p. 735.)

72 The last entry in Captain Haswell's journal gives the date of departure the same as in Mr. Boit's journal.

readiness for bad weather, and full allowance of Grog being serv'd on the occasion, made our worthy Tars join in the *general* Mirth—and so we go.

N. Latt. 48° 25′; W. Long. 123° 30′. At noon Cape Flattery bore East 7 leagues. Steering SW. Wind NE. Soon lost sight of the Mountains of North America.

9. N. Latt. 44° 51′; W. Long. 128° 34′; Amp'd 14° 37′ E.

11. N. Latt. 43° 7′; W. Long. 129° 5′; Amp'd 13° 17′ E. O ☾. Pleasant weather. Wind at West. Ship's Crew in health.

16. N. Latt. 34° 7′; W. Long. 138° 6′; Azi. 10° 58′ E. Pleasant gales and fair weather.

17. N. Latt. 32° 54′; W. Long. 138° 42′; Azi. 11° 46′ E. Pleasant gales and fair weather.

21. N. Latt. 28° 10′; W. Long. 142° 24′; Azi. 10° 0′ E. Crew all in health, and wind and weather propitious. Took NE Trade winds this day.

26. N. Latt. 20° 15′; W. Long. 150° 39′; Azi. 6° 7′; Amp'd 6° 38′ E. Warm and pleasant, with a smooth sea.

28. N. Latt. 20° 5′; W. Long. 154° 52′ ✳ ☾. Spoke the Brig *Fens,* Capt. Duffan, bound to Canton. The first lieutenant*[73] of the *Discovery,* Capt. Vancoover, was a passenger on board this Vessell, bound home, with dispatches for Government.

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* Lieutenant Mudge?—W. C. F.

73 Mr. Ford's conjecture is correct. Captain Vancouver wrote: "Considering it an indispensable duty, that the Lords of the Admiralty should, from under my own hand, become acquainted with the whole of my negociation at this port by the safest and most expeditious conveyance, a passage was procured for my first lieutenant Mr. Mudge on board the Fenis and St. Joseph, bound to China, from whence he is to proceed with all dispatch to England." He thereupon promoted Lieutenants Peter Puget and Josph Baker. (See *Voyage of Discovery Round the World,* second edition, Vol. II., pp. 377-378.)

AUTHORSHIP OF THE ANONYMOUS ACCOUNT OF CAPTAIN COOK'S LAST VOYAGE

The whole British people were much interested in the third voyage of Captain James Cook. It was known to be the voluntary effort of England's greatest seaman to solve the riddle of the ages: "Is there a navigable North West Passage?" And thus not only the learned societies and scholars of the land, but also the general public were waiting anxiously the arrival of the first news of the expedition. For three years and more the curtain was not raised. No opportunity of reporting the progress and incidents of the voyage occurred until the vessels reached Petropavlovsk in May, 1779. From that place, by the kindness of Major Behm, the Russian commander of Kamtchatka, Captain Clerke sent Captain Cook's journal to the date of his death together with his own subsequent journal and a chart of the voyage constituting a complete record of the explorations and occurences to that time. Captain King and Mr. Bayley, the astronomer, forwarded an account of the proceedings to the Board of Longitude. A short resumé was also prepared and despatched by express by way of Okhotsk.[1] Some of these, probably the express parcel, reached England in January, 1780. Summaries to satisfy the public desire were published in various papers including the *London Magazine* and the *London Gazette*.[2]

Captain Cook's journal and sketches were received by His Majesty the King. Later the more lengthy account, which had been transmitted through St. Petersburg and Berlin, was received, and in July and August, 1780, the *London Magazine* and the *London Chronicle* published summaries of the still unfinished voyage covering the period up to the arrival of the vessels at Petropavlovsk,[3] The information so published was all that the hungry world knew of the detail of the expedition until after the return of the *Resolution* and the *Discovery* in October, 1780.

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1. *A voyage to the Pacific Ocean, undertaken by command of His Majesty, for making discoveries in the Northern Hemisphere to determine the position and extent of the west side of North America, its distance from Asia and the practicability of a northern passage to Europe, performed under the direction of Captains Cook, Clerke and Gore, in the years* 1776, 1777, 1778, 1779, 1780, *in three volumes: vol. I and II written by James Cook; vol. III by Captain King, published by order of the Lords of the Admiralty, with maps, charts, portrails, etc., by Henry, Roberts and Webber;* atlas (London, Nicol, 1785), 3 vols., pp. 224, 225, 233; *Authentic narrative of a voyage performed by Captain Cook and Captain Clerke, in His Majesty's ships Resolution and Discovery, during the years* 1776, 1777, 1778, 1779 *and* 1780, in search of a northwest passage (London, William Ellis, 1784), 2 vols., pp. 358, 347.

2 *London Magazine* (1780), p. 43; London *Gazette*, Jan. 11, 1780; Kitson, *Life of Cook*, p. 324.

3 *London Magazine* (1780), p. 307; London *Chronicle*, Aug. 8, 1780.

The first complete account of the voyage was published anonymously. This article will deal with the reason for its fatherless appearance and will hazard a guess—if such it can be called—as to the identity of the author. The title page runs thus:

Journal of Captain Cook's Last Voyage to the Pacific Ocean on Discovery; Performed in the years 1776, 1777, 1778, 1779. Illustrated with cuts and a chart, shewing the tracts of the ships employed in this expedition. Faithfully narrated from the original Ms. London: Printed for E. Newbery, at the corner of St. Paul's Church Yard. MDCCLXXXI.

The Société de Géographie on 14th February 1879 commemorated the centennary of Captain Cook's death and to the published report of the proceedings of the meeting is attached a bibliography in which this anonymous journal appears as number 99. From the same authority it also appears that the book, after its issuance from the presses of London, was in the same year reprinted in Dublin; in 1782 and 1783 appeared three French editions; and in 1790 it was translated into German and published in two volumes in Leipzig. These seem to be the only editions; doubtless because in the interval (i. e., in 1784) the authorized official version had been given to the world.

Great haste was shown in getting the volume through the press. This is plain from the advertisement, or editor's preface: "The editor may have his errors too; but he hopes they are such as may be pardoned. Some have arisen from haste, and some from misunderstanding the journalist's orthography, who being at a great distance, could not be consulted without retarding the Press." The book was printed and offered for sale six months after the *Resolution* and the *Discovery* had cast anchor at the Nore. It contains 386 pages, five plates of views and a chart. The *London Chronicle* of April 10, 1781 announced the fact: "Captain Cook's Last Voyage. This day was published in one volume octavo, price 6 s, in boards, illustrated with elegant cuts, and a chart showing the tracts of the ships, a journal of Captain Cook's last voyage to the Pacific Ocean for returning Omai, and for determining the existence or non-existence of a northwest passage. Performed in the years 1776, 77, 78, 79. Faithfully narrated from the original Mss. printed for E. Newbery at the corner of St. Paul's Church Yard." It was reviewed in the May (1781) number of the *Gentleman's Magazine*.[4] The reviewer commences with the statement: "This Journal, though not published by authority, has all the marks of authenticity; yet,

4 pp. 231, 279.

by the way, as all the journals, charts, etc., we are told by this writer, were demanded, delivered, and sealed up, this could not have been honestly secreted." The review is quite lengthy, containing an extended summary of the work, and concludes that "the voyage is narrated in such a plain unaffected style that there can not be the least doubt of its authenticity."

In his secret instructions from the Commissioners of the Admiralty Captain Cook was required "to demand from the officers and petty officers the log books and journals they may have kept and to seal them up for our inspection; and enjoining them and the whole crew not to divulge where they have been until they shall have received permission so to do; and you are to direct Captain Clerke to do the same with respect to the officers, petty officers, and crew of the *Discovery*."[5] As is well known, Captain Cook was killed at Karakakooa Bay 14th February 1779; his successor, Captain Clerke, died in Bering Sea in August, 1779; and the expedition returned in October, 1780, under the command of Captain James Gore on the *Resolution*, with Captain James King in charge of the *Discovery*.

It therefore fell to these two officers to enforce this order. In the footnote is given the reference to the various accounts.[6] Ellis, in his book, is silent as the grave upon the subject. It will be noted that the Admiralty's instructions dealt only with the records kept by the "officers and petty officers;" nothing is said as to written accounts kept by the crew; perhaps they were not supposed to have sufficient education to make written entries. However that may be, the writer of the *Journal*, describing the fulfilment of this order on the *Resolution*, states that "The Commodore [Captain Gore] called all hands aft and ordered them to deliver up their journals and every writing, remark, or memorandum that any of them had made of any particular respecting the voyage, on pain of the severest punishment in case of concealment, in order that all these journals, writings, remarks, or memorandums, respecting the voyage might be sealed up and directed to the Lords of the Admiralty. At the same time requiring that every chart of the coasts, or any part of any of the coasts, where we had been, or draught of anything curious might be delivered up in like manner in order to accompany the journals, etc. All of which was complied with; and the papers were made up the commissioned officers by themselves, the papers of the non-commissioned officers by themselves, and the papers of the marines

5 *Voyage* (London, Nicol, 1785), introduction, pp. xxxv; *Idem* (Dublin, Chamberlaine, 1784), introduction, p. xxxvii.

6 *Voyage* (London, Nicol, 1785), vol. iii, p. 415; *Item* (Dublin, Chamberlaine, 1784), vol. iii, p. 417; Ledyard, *Journal*, pp. 198-199; Jared Sparks, *Life of John Ledyard* (Cambridge, Hilliard, 1828), p. 37; *Journal*, pp. 382-3.

and sealed accordingly in the sight of the whole crew, the papers of and common men by themselves." Captain King relates the performance of this delicate task on board the *Discovery*. He intimates his knowledge that "the greatest part of our officers and several of the seamen" had kept accounts of the proceedings on the voyage and he states that he could not, consistently with his instructions, "leave in their custody papers, which from carelessness or design, might fall into the hands of printers, and give rise to spurious and imperfect accounts of the voyage, to the discredit of our labours, and, perhaps, to the prejudice of officers, who, though innocent might be suspected of having been the authors of such publications." He, accordingly, assembled the ship's company on deck and informed them of his orders and the reasons which, in his opinion, ought to induce them to a ready obedience. His request for the delivery up of all the written records met, he says, "with the approbation and the cheerful compliance both of the officers and men," and he is "pursuaded that every scrap of paper containing any transaction relating to the voyage were given up."

Yet though this was written by Captain King before his departure about the end of 1781 for the West Indies (whither he went in the *Resistance* in charge of a convoy of five hundred merchant ships) the anonymous *Journal* had then been in the hands of the public, who, we can readily believe, had greedily devoured it, for some six months. Ellis' account of the voyage appeared in 1782 and Ledyard's Journal, the first book printed in America relating to the Northwest Coast, in 1783. It is not insinuated that Ledyard retained his journal. We know that it was given up.[7] It seems difficult to reach the same conclusion as regards the other two writers.

It is probable, therefore, that while Captain King may be right in believing in the complete compliance with the order upon the *Discovery*, he is incorrect in reference to the *Resolution;* for the three unofficial accounts above mentioned were all written by persons then upon the latter vessel. The journalist's statement that all the written memoranda were given up carries its confutation on its face. We must conclude either that he did not hand in his journal or that he kept a copy of it, or, at any rate, extensive notes therefrom. It is inconceivable that anyone could from memory reproduce the details of daily occurences, extending over a space of four years, with such minute exactitude. The hypothesis that the journalist obeyed the order and that his journal was returned to him later is unmain-

7 Sparks, *Life of Ledyard*, p. 37.

tainable for two reasons: first, the short space of time intervening between the return of the vessels and the appearance of the *Journal;* and second, because of the motive of the demand which is accentuated by the fact that Captain Cook's widow was to share in the profits of the official publication.[8] The secret retention of the *Journal* doubtless accounts for its anonymous appearance; though what the writer expected to gain by his false statement it is difficult to conceive. Jared Sparks, in his Life of Ledyard, says: "To satisfy public curiosity till a complete work could be prepared a very brief sketch of the voyage in a single volume had already been *prepared by authority* in England."[9] No authority is given for the italicized statement (the italics are ours). Besides, Sparks' premise is wrong; the official account of the voyage was written in 1781, but the publication was delayed by the preparation of charts and drawings, their engraving, and the obtaining of suitable paper.[10] The *Life of Ledyard* was written in 1827, long after his death. Everything considered one prefers the view of the English reviewer which is consistent with the annoymous appearance; furthermore, the statements concerning Omai and also those animadverting upon the conduct of Captain Cook and his officers are not such as would appear in an authorized account. A comparison of the *Journal* with the official quarto edition is extremely difficult. The dates do not agree in most instances; and in dealing with the occurrences at any of the islands the journalist describes those that doubtless impressed him, but the corresponding record in the official report relates to something entirely different. For instance the journalist spends twenty-five pages in describing the adventures of some men of the *Discovery* who got lost on Christmas Island, while the incident is barely mentioned in the official version.[11] The positions of the respective writers and the fact that they are upon different ships explain, of course, many of the apparent differences.

Who, then, was the author of this surreptitious volume? Since obtaining my own copy, some five years ago, I have striven to solve the problem. At the outset it was manifest that the bookseller's statement that it was "probably written by John Ledyard, who was on board the *Resolution* as sergeant of the marines," was incorrect. The genesis of Ledyard's journal as given by Sparks is that he had surrendered his journal on request, that it had not been returned to him, that on his arrival in Hartford, Connecticut, being importuned

8 Kitson, *Life of Capt. Cook* (London, 1912), p. 325.
9 Sparks, *Life of Ledyard,* p. 38.
10 *Voyage* (London, Nicol, 1785), Introduction, pp. lxxxv *et seq.*
11 *Journal,* pp. 191-221.

by his friends to publish an account of the voyage, he obtained a copy of the anonymous journal now under discussion, and used it as a basis for dates, distances, courses, and generally for the purpose of refreshing his memory, adding to it his own comments and discursive remarks.[12] Perhaps the bookseller may have based his surmise upon the similarity of the two volumes, without knowing its explanation, coupled with the fact that Ledyard's account of the sailor who would marry the New Zealand enchantress and rule in the land is verbatim with that contained in the *Journal* and that the last 38 pages of Ledyard,[13] being almost one-sixth of his book, are verbatim with the *Journal.* He overlooked the fact that Ledyard was on the *Resolution* throughout the voyage whilst the unknown author of the *Journal* was, until August 1779, on the *Discovery.*

The author was not, therefore, John Ledyard. But who was he? I believe that the question can be answered by a study of the internal evidence afforded by the book itself, and by working along the line of elimination. The many references to the crew, as "our people," "the common sailors," "our seamen," "the common men"[14] are couched in language which clearly indicates that the hidden journalist is not to be found amongst that class. For a similar reason we may conclude that he was not one of the armourers, nor one of the carpenters, nor in any way connected with them, e. g., "our artificers," "the carpenters, armourers, and other artificers," "our carpenters," etc.[15] Nor was he either the surgeon or the surgeon's mate, as is certain from such expressions as "Mr. Law, the surgeon and several more of us."[16] He was neither Mr. Webber, nor Mr. Edgar, the master of the *Discovery.*[17] He was manifestly one of the officers or gentlemen of the *Discovery* and was, as the entries show, one acquainted with the navigation of the vessel. The description he gives of the reception of Captain Cook and his officers at Otaheite, (Tahiti) together with the cut of the heiva on that occasion, shows that he was present as one of the latter.[18] The vessels' courses are given so frequently and so exactly that it is plain that they were matters of much interest to him and upon which he could speak at first hand.

All the entries in the *Journal,* from the outset until 25th August, 1779, relate to occurrences on or connected with the *Discovery;*

12 Sparks, *Life of Ledyard,* p. 38.
13 Pp. 170-208.
14 *Journal,* pp. 83, 86, 91, 128, 149, 268, etc.
15 *Journal,* pp. 136, 144, 164, 172.
16 *Journal,* p. 90
17 *Journal,* pp. 342, 315.
18 *Journal,* pp. 131, 141, and especially 142-147.

after that date they deal with the events on the *Resolution.* It would therefore appear to be clear that at this time our journalist was removed from the one vessel to the other. At Petropavlovsk, after Captain Clerke's death, certain changes were made which are thus described by Captain King:

"In the morning of the 25th [August, 1779] Captain Gore made out the new commissions, in consequence of Captain Clerke's death; appointed himself to the command of the Resolution, and me to the command of the Discovery; and Mr. Iangan, Master's Mate of the Resolution, who had served in that capacity on board the Adventure in the former voyage, was promoted to the vacant Lieutenancy. These promotions produced the following further arrangements: Lieutenants Burney and Rickman were removed from the Discovery to be First and Second Lieutenants of the Resolution; and Lieutenant Williamson was appointed First Lieutenant of the Discovery."[19]

The *Journal,* referring to these changes, says: "Mr. Gore went on board the Resolution, and Mr. King, First Lieutenant of the Resolution took command of the Discovery. Other promotions took place which the reader will remark by the sequel."[20]

Having eliminated all the lower grades and reached the conclusion that the unknown journalist is to be sought amongst the officers of the *Discovery* and only amongst those who were transferred from the *Discovery* to the *Resolution* on 25th August 1779, our search is now limited to those three persons: Captain Gore, Lieutenant Burney and Lieutenant Rickman. The language of the *Journal* e. g. "our Captain," "Captain Gore," "the commodore," etc.,[21] not to speak of the repelling suggestion that he who was to enforce the order for delivery of the journals should himself break it, would seem to eliminate Captain Gore. To this may be added the fact that Captain Gore sailed as first lieutenant of the *Resolution* and was not on the *Discovery* until he was promoted to her command after the death of Captain Cook. He therefore lacks one of the identifying marks of this journalist. Such an expression as "Mr. Burney, Mr. Law; the surgeon, and several more of us,"[22] disposes of Mr. Burney. In any event the style of the book is not Burney's as can readily be seen by comparing it with his monumental work, *Voyages in the South Seas."*

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19 *Voyage* (London, Nicol, 1785), vol. iii, p. 285; *Idem* (London, William Ellis, 1784), vol. ii, p. 296.

20 *Journal,* p. 358.

21 *Journal,* pp. 359, 365, 382.

22 *Journal,* pp. 80, 90.

Thus we reach the conclusion that the author of the *Journal* was John Rickman, who sailed as second lieutenant of the *Discovery* and returned as second lieutenant of the *Resolution*. As a further support to this deduction it may be added that if a list of the officers of the *Discovery* be checked with the references in the *Journal* it will be found that every one of them is mentioned either by name or position except one—John Rickman. This would chord with the manifest desire to hide himself, which our author shows, as above quoted, in speaking of his promotion to the *Resolution*.

If the result obtained meets with approval, it would seem well to refer to this anonymous work hereafter as Rickmans' Journal.

I cannot close this short article without expressing my thanks to Dr. Adam Shortt, F.R.S.C. of the Archives Department, Ottawa, to whom I am indebted for the references to this *Journal* in the files of contemporary publications.

F. W. Howay, F. R. S. C.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XI., page 293.*]

Olympic Mountains, along the western border of the State, sometimes called the Coast Range. In reality they occupy a large part of what is known as the Olympic Peninsula lying between Gray's Harbor, the Strait of Juan de Fuca, the Pacific Ocean and Hood Canal. The mass of mountains has no general axis and it is therefore hardly proper to use the word "Range" as part of the name. The large group of picturesque and glacier-torn peaks received its proper name through a century of evolution. See the discussion of Mount Olympus for the source of that name in 1788. The evolution began with Captain George Vancouver, who in 1792, wrote these two descriptions: "The shores of the harbour [New Dungeness] were of a moderate height; its western side bounded at no very great distance by a ridge of high craggy mountains covered with snow, were, as I conceived, connected with the mountain we took for Mount Olympus." Later, while at anchor opposite the site of the present City of Seattle, he wrote: "The ridge of mountains on which Mount Olympus is situated, whose rugged summits were seen no less fancifully towering over the forest than those on the eastern side, bounded to a considerable extent our western horizon; on these however, not one conspicuous eminence arose, nor could we now distinguish that which on the sea coast appeared to be centrally situated, and forming an elegant bi-forked mountain." (*Voyage of Discovery,* second edition, Volume II., pages 64 and 121.) The Wilkes Expedition, 1841, used "Mount Olympus Range" and "Olympic Range." (*Narrative,* Volume IV., page 410, and *Hydrography,* Volume XXIII., page 304.) In 1853, Theodore Winthrop wrote: "* * * the noble group of the Olympian Mountains become visible,—a grand family of vigorous growth, worthy more perfect knowledge." (*The Canoe and the Saddle,* John H. Williams Edition, pages 23-24.) Later, on page 278, he declares that the Victoria Indians called the Olympian Mountains "S'ngaz-anelf." J. A. Costello says the Duwamish Indians used the name "Sun-a-do." (*The Siwash,* Seattle, 1895.) J. G. Kohl, in his work on *Hydrography,* 1855, says the mountains "may be called the Mount Olympus Range." (*Pacific Railroad Reports,* Volume XII., Part I., pages 261-262.) The map by the Surveyor General of Washington

Territory, 1857, shows "Olympic Range." Captain George Davidson, of the United States Coast and Geodetic Survey, uses the name "Olympus Range." (*Pacific Coast Pilot,* pages 587, 629, 635.) On page 629, he also uses "Olympus Mountains." Professor Henry Landes uses the name Olympic Mountains. (*A Geographic Dictionary of Washington,* 1917, pages 215-216). Most of these mountains are within the Olympic National Forest, proclaimed on March 2, 1907, embracing 1,594,560 acres. Within this Forest there was proclaimed on March 2, 1909, the Mount Olympus National Monument, embracing 608,640 acres.

Omak, a town near the central part of Okanogan County, named for a lake about eight miles east of the town. It is claimed that the Indian word "Omache" means great medicine, referring to the supposed curative qualities of those waters. (Postmaster at Omak, in *Names MSS.* Letter 568).

O'Neal Island, off the northeast shore of San Juan Island, in San Juan County. It was named by the Wilkes Expedition, 1841, after a hero in the American navy. (Volume XXIII., *Hydrography,* Atlas, chart 77.

Ontario Roads, a former name for the waterway between San Juan and Lopez Islands, now included in Griffin Bay and part of San Juan Channel, in San Juan County. The Wilkes Expedition, 1841, had named the present Lopez Island "Chauncy's Island" in honor of Captain Isaac Chauncey of the American Navy. To intensify the honor the adjacent waterway was named "Ontario Roads" because Captain Chauncey had command on the eastern lake of that name during the War of 1812.

O-oo-quah, see Mount Chatham.

Oraphum Creek, in Stevens County. It was named for an Indian chief whose people still live on the Colville Reservation. (Mrs. Anna J. Thompson, of Fruitland, in *Names MSS.* Letter 128).

Orcas Island, in San Juan County. The Spanish chart by Galliano and Valdez, 1792, included this island in the vaguely outlined "Isla y Archipelago de Sn. Juan." (Reproduced in *United States Public Documents,* Serial Number 1557, chart L.) The year before, the Spanish Captain Francisco Eliza had charted Griffin Bay, or "Ontario Roads" as "Boca de Horcasitas," after a Spanish vessel by that name, from which at times the "H" was omitted. It was also a part of the long name of the Viceroy in Mexico, Senor Don Juan Vicente de Guemes Pacheco y Padilla Orcasitees y Agu-

ayo Conde de Revilla Gigedo, which was distributed to geographic features by Captain Eliza. See, for example, Guemes Island. The Wilkes Expedition, 1841, gave the name "Hull's Island" after Commodore Isaac Hull who commanded the United State frigate *Constitution* and captured the English vessel *Guerriere.* To emphasize the honor bestowed Captain Wilkes named Mount Constitution and called East Sound "Ironsides Inlet" after the frigate's pet name and West Sound he called "Guerriere Bay," after the vessel captured. All these names have disappeared except that of Mount Constitution. Captain Kellett, of the British Navy, in 1847, restored many Spanish names, including the name of Orcas Island, which used only part of the original and had not been applied to the island by the Spaniards. Captain Kellett's choice of name was retained on the British Admiralty chart Number 1917 and has been used on all charts since.

Orchard Prairie, in Spokane County. In May, 1879, Thomas T. Howard Doak and H. Dart of Minnesota arrived on the site and planted fruit trees. (*History of Spokane County,* page 282).

Orchard's River, a small tributary of the Columbia River east of Gray's Bay, named by Lieutenant W. R. Broughton in 1792 in honor of H. M. Orchard, clerk of the *Discovery.* (Vancouver's *Voyage of Discovery,* second edition, Volume III., page 95).

Oregon, name of the region from which have been organized the States of Oregon, Washington, Idaho and parts of Montana and Wyoming. The origin of the name has been much discussed. It is generally believed to have been originated by Jonathan Carver. He was first to use it and applied it to a supposed river of the west. His famous *Three Years Travels Through the Interior Parts of North America* began in 1766. The book was later published in London. Soon thereafter the name found its way into literature, being applied to the supposed river, which, when discovered in 1792, was named Columbia, and also to the country through which the river flowed. Fortunately the beautiful name has been retained by an important part of the original area.

Orient, a town on the Columbia River in the northeastern part of Ferry County, named after a mine of the same name two and one half miles from the town. It was so named by Alexander Ireland in 1901. (Nellie J. Harvey in *Names MSS.* Letter 517).

Orillia, a town southeast of Seattle in the western part of King County, named by Malcolm McDougall in 1887, after his former home town in Simcoe County, Ontario, Canada. (J. D. Cameron, in

Names MSS. Letter 68.) The Canadian town got its name from the Spanish word *Orilla,* meaning "lesser shore," doubtless from the fact that Orillia faces the smaller lake Conchiching while Oro faces the larger lake Simcoe. This information was obtained from Sir Mortimer Durand while he was British Ambassador at Madrid. The name was probably taken to Canada by one of the British officers who served in the Peninsula and who came to Canada with Sir John Colobonne. (C. H. Hale, of Orillia, Canada, in *Names MSS.* Letter 525.)

Orin, a postoffice in the central part of Stevens County, named for Orin S. Winslow. (Postmaster at Orin, in *Names MSS.* Letter 90.)

Oro Bay, on the southeastern shore of Anderson Island, in the west central part of Pierce County. It was named by the Wilkes Expedition, 1841. (Volume XXIII., *Hydrography,* Atlas, chart 79.) In 1846, Captain Inskip sought to change the name to Rodd Bay. (*British Admiralty Chart* 1947). This was intended as an honor for John Rashleigh Rodd, First Lieutenant on the *Fisgard* under Captain John A. Duntze.

Orondo, a town on the Columbia River in the western part of Douglas County, named by J. B. Smith about 1886 after the supposed superintendent of the ancient Lake Superior copper mines. Orondo's people are thought to have been the ancestors of the mound builders "from Lake Superior to the Isthmus where their Atlantis joined America." (J. B. Smith, in *Names MSS.* Letter 352).

Oroville, a town in the north central part of Okanogan County. The town's beginning was in placer mines, for which reason the Spanish word *oro,* for gold, was selected at the name. In 1892, when establishing a postoffice, the Postoffice Department asked that "ville" be added to avoid confusion with Oso another postoffice in the same State. (Frank M. Dallam, in *Names MSS.* Letter 362.)

Oso, a town in the north central part of Snohomish County. The original name for the postoffice in 1889 was "Allen," an honor for John B. Allen, then Delegate to Congress and later United States Senator. Soon a town appeared in Mason County with the name of Allyn, which c used the people of "Allen" to choose a new name.

Osoyoos Lake, a large lake through which the Okanogan River flows at the international boundary. It is from the Calispel Indian word *sooyos,* meaning "the narrows". Rev. Myron Eells says: "When it came to naming the lake, an Irishman who was present

suggested that O be prefixed in honor of his country, which was done." (*American Anthropologist,* January 1892). Probably the first use of the name was by J. K. Duncan, topographer, in 1853. (*Pacific Railroad Reports,* Volume I., page 214).

OSTRANDER, a town and creek in the central part of Cowlitz County, both named in honor of Dr. Nathaniel Ostrander, who homesteaded there. He was a famous pioneer physician who later moved to Olympia where he died on February 7, 1902. (Mrs. George E. Blankenship: *Tillicum Tales of Thurston County,* pages 226-228). In May, 1916, Justice of the Peace S. W. Holmes wrote from Ostrander (*Names MSS.* Letter 392) that the honor was for Abel Ostrander, which is probably a mistake as to the first name.

OSTRICH BAY, a southern arm of Dye Inlet, in the central part of Kitsap County. It was named by the Wilkes Expedition, 1841, on account of the original outline resembling an ostrich. (Volume XXIII., *Hydrography,* Atlas, chart 88). It is sometimes called Oyster Bay.

OTHELLO, a town in the western part of Adams County, named by H. R. Williams, Vice-President of the Chicago, Milwaukee & St. Paul Railway Company, after the Shakespearian play. (H. R. Williams, in *Names MSS.* Letter 530). "From names given to adjoining towns and stations—Corfu, Smyrna and Jericho,—it seems probable that the misdemeanor was committed by a student and Shakespeare and the Bible." (G. W. Ogden, in *Names MSS.* Letter 385).

O'TOOLE CREEK, a small tributary of the Skagit River, in the central part of Skagit County, named in honor of W. D. O'Toole who located iron mines there in 1885. (Postmaster at Birdsview, in *Names MSS.* Letter 130).

OTSO POINT, at the north end of Anderson Island, in the west central part of Pierce County. The name was given by the Wilkes Expedition, 1841. (Volume XXIII., *Hydrography,* Atlas, chart 79).

OVERLOOK, a station in the central part of Spokane County, formerly known as Wins. The new name was selected because one at that place can overlook the Marshall Valley. (Postmaster at Marshall, in *Names MSS.* Letter 166).

OYSTER BAY, a name sometimes applied to Ostrich Bay, Kitsap County. From 1880 to 1890 the settlers could gather there all the oysters they needed. "The writer kept his home at Chico constantly supplied." (W. B. Seymore, in *Names MSS.* Letter 3.)

Oysterville, a town on the west shore of Willapa Bay, in the west central part of Pacific County, formerly the county seat. Isaac Alonzo Clark and R. H. Espey settled there in the summer of 1854, Mr. Clark taking up a donation land claim adjacent to a large bed of native oysters. He platted and named the town of Oysterville. (Julian Hawthorne: *History of Washington,* Volume II., pages 530-533).

Owen Point, see Yoman Point.

Owhap Lake, and Creek, see Ohop.

Owl Creek, a small tributary of the Columbia River, in the southwestern part of Cowlitz County. In 1853 it was mapped as "Minter River." (*Pacific Railroad Reports,* Volume XI., Part II., chart 3).

Ozette, the name of a lake and a town on its shores, a creek, an island and an Indian Reservation, all near the Pacific Ocean, in the western part of Clallam County. The name is mentioned in the treaty by Governor Isaac I. Stevens with the Makahs, January 31, 1855. In an address at Port Townsend in 1887, Judge James G. Swan said: "There is a lake five or six miles inland from Hozett village at Flattery Rocks, which is marked on the coast survey charts 'Lake of the Sun.' The Makah name is *Ka'houk,* meaning a large body of fresh water, or simply lake. The sun part is imagination." (*Transactions of the Washington Pioneer Association,* 1883-1889, pages 100-101).

P

Pacific City, founded about 1848 on Baker Bay near the mouth of the Columbia River by Dr. Elijah White. Many dupes were victimized in that early attempt at booming western town lots. Captain George Davidson, of the United States Coast Survey, reported in 1858: "Two or three houses on the shore of the bay, and a saw-mill, are all that remain of the settlement once designated as 'Pacific City.'" (*United States Public Documents,* Serial Number 1005, page 400.) In 1915, F. A. Hazeltine, of South Bend, wrote: "There are no vestiges left of the original Pacific City. It has all gone back to nature and there are trees growing on it over a foot in diameter, which have grown since the townsite was abandoned." (*Names MSS.* Letter 91). Other "Pacific Cities" have been started in the State since that first failure.

Pacific County, named for its ocean boundary. While Washington was still a part of Oregon Territory, this county was created by an act of the legislature dated February 4, 1851.

PACIFIC OCEAN, western boundary of the State. Crossing the Isthmus of Panama in September, 1513, Vasco Nunez de Balboa discovered the ocean which he called "Mar del Sur" or "Sea of the South." In November, 1520, Fernando Magellan, also under the Spanish flag, sailed through the straits which have since borne his name. On sailing into the great sea, he found it calm and bestowed the name of Pacific Ocean. Both names were used for many years. The Lewis and Clark Expedition, 1803-1806 used these names: "Entrance of the Columbia River into the Great South Sea or Pacific Ocean" and again, "the Great Western Ocian, I can't say Pasific, as since I have seen it, it has been the reverse." (*Journals of Lewis and Clark,* Thwaites edition, Volume III., pages 235 and 262).

PACKWOOD, name of a lake and formerly of a pass through the Cascades, in the east central part of Lewis County. They were honors for William Packwood, a Virginian, who was a pioneer and explorer in Oregon and Washington. He arrived in Oregon in 1844 and three years later settled on Nisqually Flats. Much of his explorations were done in the mountains. (H. K. Hines: *History of Washington,* pages 889-890, and *Olympia Pioneer and Democrat,* April 19, 1861.)

PADILLA, a town and bay in the west central part of Skagit County. It was named "Seno de Padilla," in 1791, by Captain Francisco Eliza from another part of the Mexican Viceroy's long name. See the items under Guemes and Orcas. (Chark K. in *United States Public Documents,* Serial Number 1557.) Captain Henry Kellett in 1847, changed the name to Padilla Bay. (*British Admiralty Chart,* Number 1911.) That name has remained.

PAGE, a town in the southern part of Franklin County, named for Dan Page, an old resident there. (Peter Klundt, Postmaster, in *Names MSS.* Letter 27.) There is a station on the Northern Pacific Railway, near Eagle Gorge, King County, by the same name. It was so named for the Page Lumber Company. (Page Lumber Company, in *Names MSS.* Letter 56.)

PAGE CREEK, a small tributary of the Snake River, in the northern part of Asotin County, named for the man who in 1871 took up the first land claim there. "It goes by the name of Cornner Gulch now. No water in it." (Cliff M. Wilson, of Silcott, in *Names MSS.* Letter 240.)

PAHA, a town in the central part of Adams County. There is a large spring there and Paha is supposed to be an Indian word

meaning "big water." (Postmaster at Paha, in *Names MSS.* Letter 365.)

PAIA ISLAND, see Burke Island.

PALAT CREEK, see Patit Creek.

PALISADE, a station on the Chicago Milwaukee & St. Paul Railway, in the north central part of Whitman County, so named "because it is located on a formation similar to the renowned Palisades of the Hudson." (H. R. Williams, in *Names MSS.* Letter 589.)

PALISADES, a town on the Great Northern Railway, in the southern part of Douglas County. The name has reference to the sharp pointed basaltic rocks so characteristically a part of the walls of Moses Coulee, and was bestowed in 1906 by George A. Virtue of Seattle. The same region at the mouth of Douglas Canyon was formerly known as Beulah Land. (Irving B. Vestal, in *Names MSS.* Letter 80.)

PALIX RIVER, see Palux River.

PALMER, a lake and mountain in the north central part of Okanogan County, named for Y. A. Palmer, an early stockman in Okanogan County. (Postmaster at Loomis, in *Names MSS.* Letter 264.) The same name is used for a railway junction and a mountain in King County, and for a creek and lake in Snohomish County but the origins of those names have not been ascertained.

PALOUSE, name of a city in the east central part of Whitman County, of a river, falls, rapids, and of a tribe of Indians. It is applied also to a large area of wheat lands in the Southeastern portion of the State. The Lewis and Clark Expedition, 1803-1806, first of white men to visit the region, named the stream "Drewyer's River," after George Drewyer, one of the party. They also gave the name of the tribe of Indians as "Palloatpallah." (*Lewis and Clark Journals,* Coues Edition, Volume II., page 630, III.,1070.) The Bureau of American Ethnology publishes a fairly extensive list of names used for the tribe. (*Handbook of American Indians,* Volume II., page 195.) Canadian members of the Astoria party in 1812 used the name "Pavion" for the river and "Pallatapalla" for the tribe. (Washington Irving: *Astoria* page 328 and 330.) John Work of the Hudson's Bay Company in October, 1825, used the name "Flag River." (*Journal,* edited by T. C. Elliott, in *Washington Historical Quarterly,* Volume V., page 88.) In July, 1826, David Douglas, the botanist, called the tribe "Pelusbpa." (*Journal* 1823-1827, page 200.) Alexander Ross used the name

"Pavilion River" (*Oregon Settlers,* in Early Western Travels Series, Volume VII., page 208.) The Wilkes Expedition, 1841, refers to the "Peluse River" and adds: "The falls upon this river are of some note and are called Aputapat, and they will hereafter be an object of interest to travellers in this country." (*Narrative,* Volume IV., page 466.) One "hereafter" thus mentioned was embraced by W. P. Breeding in 1875 when he "erected a flouring mill and made other improvements, at the same time laying off the town of Palouse City on his land at the falls of Palouse River." (H. H. Bancroft: *Works* Volume XXIX., page 571, note.) On June 11, 1855, Governor Isaac I. Stevens, in the Nez Perce treaty used the name Palouse River. In discussing the name, N. W. Durham says: "For a grassy expanse the French have the word *pelouse;* and, a century ago, when French-Canadian voyageurs of the fur companies beheld in springtime the wild tumult of bunchgrass hills north of Snake River, they called it the *Pelouse* country—the grass lands:" (*Spokane and the Inland Empire,* page 629.)

Palux River, flowing into Willapa Bay in the northwestern part of Pacific County. The name is often spelled "Palix." In the Chehalis language the word means "slough covered with trees" and the name was applied to a division of the Chinook tribe. (*Handbook of American Indians,* Volume II., page 195.) In 1857, James G. Swan wrote: "The Palux Indians, on the Copa-lux on Palux River." (*Northwest Coast,* page 211.)

Panama Reef, see Boulder Reef.

Pandora, a station on the Chicago, Milwaukee & St. Paul Railway in the northeastern part of Whitman County. It was named "after Pandora's Box." (H. R. Williams, in *Names MSS.* Letter 589.)

Pandora Reef, a small reef about three miles east of Green Point near Port Angeles, in the northeastern part of Clallam County. The name appears on the *British Admiralty Chart* 2689, Richards 1858-1859, was in honor of the British survey vessel of that name, working with Captain Kellett in 1847-1849.

Panther Creek, a branch of Wind River, in the south central part of Skamania County. "Mr. B. Tillotson saw a panther on a log over the creek. Called it Panther Creek." (Postmaster at Carson, in *Names MSS.* Letter 324.)

[*To be Continued.*]

DOCUMENTS

The Nisqually Journal

[*Continued from Vol. XI., Page 302*]

[September, 1850.]

[Ms. Page 8.]

Sunday 1st. Dull. Charles La [Ms. illegible] and the Indian boy Yalliowah started to day with lettersfor the Cowlitz Farm.[329]

Monday 2nd. Fair, all hands to day at work at the Hides; Jollibois[330] excepted who is mending Pack Saddles &c, ready for Lapoitree[331] who is shortly to make a trip to the Cowlitz for wheat.

Tuesday 3rd. Chaulifoux[332] & Trudelle[333] started this morning for Newmarket[334] to bring back a Raft of timber. Remaining hands at the hides. [Ms. Page 9.]

Wednesday 4th. All hands at the Hides. Lapoitrie off to the Cowlitz for a load of wheat. C. Ross[335] returned from his trip after the Cadboro,[336] he came up to her off Pt. Discovery.[337]

Thursday 5th. Fine. Work same as yesterday. Mr. Hancock[338] called to make enquiries about his goods which arrived from Victoria p[e]r Cadboro. Dr. Tolmie[339] referred him to Mr. Glasgow[340] who left word the goods were not to be taken awa y until Mr. H[ancock] had seen him.

Friday 6th. Fine. Very smoky. Mr. E. Huggins[341] sent on a trip to Cowlitz whence he will return with Jollibois and Lapoitrie with

329 A post maintained by the Puget Sound Agricultural Company situated on the Cowlitz river at the head of navigation. It contained about 1200 acres.

330 A servant.

331 A servant.

332 A servant.

333 A servant.

334 Former name of Tumwater, Thurston county, the site of a large mill operated by Crosby & Gray.

335 Charles Ross, a clerk.

336 The Hudson's Bay Company's schooner, on this station since 1827.

33 Port Discovery, a bay on the south side of the Strait of Juan de Fuca, Clallam county, west of Port Townsend.

338 Samuel Hancock, a settler of 1847 near Newmarket or Tumwater. He is at present interested in a townsite venture at Neah Bay. See this *Quarterly*, vol. xi, no. 2 (April, 1920), p. 146, note 194, for a brief biography.

339 William Fraser Tolmie, chief trader for the Hudson's Bay Company and superintendent of the Puget Sound's Agricultural Company at Nisqually.

340 Thomas W. Glasgow, a settler of 1847, recently a squatter upon the Company's lands at the mouth of the Sequalitchew creek. He now holds the position of surveyor of the Port of Nisqually in the custom service.

341 Mr. Edward Huggins, clerk.

the Wheat (50 Bush.) from Marcel Bernier's.[342] Cowlitz Jack[343] arrived in the forenoon with letters from Mr. Ogden[344] for Nisqually and Ft. Victoria. The Indian "Steilacoom"[345] who along with four others accompanied Chalifoux arrived this ev[enin]g for provisions having left his raft well secured on the island[346] opposite. He says that Chalifoux & Trudelle are upon another & Lighter raft and that he expected they had got here before him. Rather a brisker day than usual in the Sale Shop. Some Americans in the neighborhood and the Indians in their employ having been trading.

Saturday 7th. Smoky. Some Klalum[347] and other Indians trading mats. In the evening Mr. and Mrs. Finlayson[348] arrived from Victoria, and earlier in the day three of Captain Grant's[349] [men] returned from Vancouver where they had in vain been seeking more profitable employment than is to be found in Vancouver's Island.

Sunday [8th.] During the night Chaulifoux and Trudelle arrived with their raft. [Ms. Page 10.]

Monday 9th. Smoky. A man named Carter lately belonging to the British Ship "Albion"[350] and since the seizure of that vessel resident in this vicinity called today accompanied by two Americans Macalister[351] and Lowrie[352] to confess having killed one of the Co[mpan]ys milch cows lately in Nisqually bottom and to compromise the matter if he could. After some *talk* in which he endeavored to make it appear that he had been led to the commission of the act by representations made to him by Collins[353] of Nisqually bottom—the Am[erica]n with whom he resided—the gist of C[ollin]'s representations was according to Carter to the effect that the cattle were

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342 Marcel Isadore Bernier, reputed to be the first born child of white parents in what is since Washington, Oregon and British Columbia, was born at Spokane on Nov. 10, 1819 (other accounts give 1818 and 1820). His parents were connected with the fur trade and in 1830 he was taken to Red River (Winnipeg, Manitoba) where he remained until 1841 when he struck out for himself, returned to the West and took up a farm in what is now Lewis county. He was undoubtedly encouraged to do so by the Puget Sound's Agricultural Company which later in that same year brought out some twenty-three families. Bernier became a citizen in 1849. His father, Julien Bernier, a native of Quebec, is said to have been one of the Astor party and to have reached Astoria in 1812. Julian died on June 8, 1871, and Marcel on Dec. 27, 1889.

343 An Indian, frequently employed a sa carrier of mail.

344 Peter Skeen Ogden, chief factor, in charge of Fort Vancouver.

345 Not the Indian Chehalicum from whom the city of Steilacoom is thought to have received its name but another. Indians frequently went by the name of their residence.

346 Anderson island.

347 Clallam. A Salish tribe living on the south side of the Strait of Juan de Fuca from Port Townsend to Hoko River. A few members dwelt on Vancouver island.

348 Roderick Finlayson, chief trader, in charge of Fort Victoria.

349 Capt. W. Colquhoun Grant. See this *Quarterly*, vol. xi, p. 117, note 196, for an account of his colonizing activities.

350 See this *Quarterly*, vol. xi, no. e (July, 1920), p. 218, note 213, for an account of the seizure of the Albion for alleged infraction of the revenue laws.

351 James McAllister, a pioneer of 1845, now a settler on Medicine or McAllister creek near the Nisqually river.

352 Identity not ascertained.

353 Luther M. Collins, a pioneer of 1847, later the first settler in King county.

wild & might almost be looked upon as one's property and that he, Collins, having lost three head of cattle, took it for granted or concluded that they had wandered into some of the Co[mpan]y's herds, and that he meant to have six head of the Co[mpan]y's cattle for each one of his that had gone a missing. Grants men proceeded to Victoria today.

Tuesday 10th. Smoky. Drops of rain. Chalifoux since yesterday employed in making a cart. Trudelle along with Englishmen[354] stretching hides. Rode to Steilacoom accompanied by Mr. Finlayson.

Wednesday 11th. Smoky. Work as yesterday. Commenced ploughing up potatoes. In the ev[enin]g Mr. Huggins arrived from Cowlitz in advance of Jolibois and Lapoitrie bringing a mail.

Thursday 12th. Fine. Chaulifoux at work at cart. Young and Edwards morning clearing brush wood in swamp, afternoon with Hore[355] & Trudelle cleaning hides. Lapoitrie returned from Cowlitz having left the wheat at Tenalquot[356] and from thence bringing a load of Sheep Skins. Dr. Tolmie rode to Steilacoom accompanied by Mr. Finlayson.

354 That is, Young, Edwards and Hore; the Canadians were Chaulifoux, Jollibois and Trudelle.

355 A company station and sheep farm on a prairie of the same name in Thurston county.

[*To be continued.*]

Seeing the Far West. By JOHN T. FARIS. (Philadelphia: Lippincott. 1920. Pp. 303. $6.00.)

Seeing the West. By K. E. M. DUMBELL. (Garden City: Doubleday. 1920. Pp. 206. $1.75.)

As a successful extended piece of description which is neither a guidebook nor a journal, Mr Faris' *Seeing the Far West* may well claim attention. It is a six-dollar book, containing one hundred and thirteen photographs and two maps. Although it is devoted to the National parks and monuments principally, it is so shaded in by the use of historical fragments and so expanded by wayside glimpses, that it seems indeed to cover all of the West.

Emphasis has been laid upon the less known parts of the country, to the book's increased value as a contribution to western material. There is something of a lack of subordination, perhaps, arising from the author's fidelity to names and altitudes, but we can hardly quarrel with him for that. He writes with a sightseer's love for the beautiful and terrible waste places. Like many others, he turns to the West for immensity, for great undertakings and vast outlooks; and wherever he finds those things, he writes them up particularly. The treatment of most localities is necessarily brief, in view of the great number included.

Mr. Faris is by no means inexperienced as a writer. He is objective, dignified, absorbingly interesting to the general reader. He is a clergyman, the author of numerous books and short articles. Before *Seeing the Far West,* he published several books of travel, *Seeing Pennsylvania* being the latest. The West is not a new field to him, for he has written *On the Trail of the Pioneers.*

K. E. M. Dumbell has recently issued a western guide-book. The title, *Seeing the West* might lead to confusion between this book and Mr. Faris', but there is no similarity except in the general outline of the subject. It covers the great national parks, methodically and in just proportion, with explicit directions for lodgings and conveyance and advisable side-trips. It is more than usually well written for a book of its kind, and might profitably be read in connection with the other. Its clear-drawn distinctions between jour-

neys and destinations contrast with Mr. Faris' method, and throw into relief his art of picturing for us whole sections of the country.

HELEN D. GOODWIN

The Plains and the Rockies: A Contribution to the Bibliography of Original Narratives of Travel and Adventure, 1800-1865. By HENRY R. WAGNER. (San Francisco: John Howell, 1920. Pp. 174. $10.00.)

To students, librarians, and alike to buyers and sellers of books, this new bibliography prepared by Mr. H. R. Wagner of Berkeley, California, will prove most useful. It contains but 349 numbered items but gives such full and scholarly annotations regarding each title included that it will take its place as one of the standard bibliographies of the West.

In scope, the work is limited to original editions of original narratives of travel and adventure within the region from the Missouri river to the Pacific Ocean. The author is an enthusiastic and discriminating collector and he has drawn upon his own library for most of the items listed, the remainder being taken from his list of "Wants." The result is a volume of great interest and value with notes of unusual fullness and individuality.

The arrangement is chronological, a fact not readily apparent, as the dates are made a part of the collation in ordinary type. Had the dates been justified to left margin, preceding authors' names, such provision would have facilitated the use of the book. Each item is numbered and an author and title index is provided referring rightly to these numbers in preference to page.

A goodly proportion of the titles relate fundamentally to the Pacific Northwest and a few are rarities that are practically unknown to the libraries of this region. The price of the volume may prevent its purchase by the smaller libraries whose support is never equal to immediate demands, but the more important reference libraries will gladly secure this important book. The value of a bibliography must be rated, not by the page, but by its service as a reference tool. Every possible inducement should be given to the preparation of scholarly lists such as Mr. Wagner has furnished.

The volume was printed during the author's absence in the East and a few copies distributed before his return. On discovering numerous typographical errors, Mr. Wagner promptly suppressed the edition and orders for the book are being held against a reprinting under the author's personal supervision.

CHARLES W. SMITH

The Frontier in American History. By FREDERICK JACKSON TURNER. (New York: Henry Holt and Company, 1920, Pp. 375.)

Here is a collection of thirteen important essays by one of the best loved members in the guild of American historians. It comes in the tenth year of his service at Harvard University. His early laurels were won while a member of the faculty at his alma mater, University of Wisconsin.

The title of the book is taken from that of the first essay: "The Significance of the Frontier in American History." That essay laid a secure foundation for Professor Turner's fame. It was read at the meeting of the American Historical Association in Chicago on July 12, 1893. It was published in the *Proceedings of the State Historical Society of Wisconsin,* December 14, 1893, in the *Report of the American Historical Association* for 1893, and in the *Fifth Year Book of the National Herbart Society.* For a quarter of a century American historians have been drawing inspiration from that essay.

The later essays here collected will also be cherished and used. It need not be expected that they will surpass, or even equal, the scope or quality of the first great essay. However, they are of and by Turner and that means much to those who know.

Readers in the Northwest will be especially interested in "The West and American Ideals," to which the author has appended this footnote: "Commencement Address, University of Washington, June 17, 1914. Reprinted by permission from *The Washington Historical Quarterly,* October, 1914."

There is probably not a student or teacher of American history anywhere who will not in time come under the influence of this book.

EDMOND S. MEANY

Alsea Texts and Myths. By LEO J. FRACHTENBERG. (Washington: Government Printing Office, 1920. Pp. 304.)

The late Henry Villard assisted with money the study of the Indians of the Pacific Northwest. That among Alsea in western Oregon was undertaken by Professor Livingston Farrand. After the death of Mr. Villard the work was discontinued until Mrs. Villard provided funds to complete that part of the work initiated by her husband. The Bureau of American Ethnology and Columbia University cooperated and the study was completed by Doctor Frachtenberg. It is now published by the Bureau of American

Ethnology as Bulletin 67. There are less than a dozen survivors of the Alsea tribe. This collection is the "literature" of a race that is practically gone. One sentence from page 12 will give a basis for valuation: "Speaking in a general way, Alsea mythology may be said to be characteristic of that area of the Northwest which embraces northern California, Oregon, and Washington." There are twenty-eight myths and an extensive vocabulary of the language.

The Mountaineer. Edited by JOSEPH T. HAZARD. (Seattle: The Mountaineers, 1920. Pp. 97.)

Mazama. Edited by JAMIESON PARKER. (Portland: The Mazamas, 1920. Pp. 103. $1.00.)

These two annual publications contain much of value on a most interesting phase of Northwestern history and this year both are devoted almost wholly to the mountains of Washington.

The 1920 summer outing of The Mountaineers was held in the Olympic Mountains, which accounts for the fact that Editor Hazard gave most space to those peaks. Miss Winona Bailey gives a careful account of the outing. Miss Gertrude Inez Streator has made a compilation of all known ascents of Mount Olympus. L. A. Nelson wrote an article about the ascents of Mount Meany. Edmond S. Meany has an article on the history and traditions of the Indians of the Olympic Peninsula.

The balance of the book is devoted to other mountain articles and reports of the club. These include: "Mountain Beaver," by S. Edward Paschall; "On the Ascent of Mount Rainier," by Harry McL. Myers; "Ascent of Mount Rainier by the Ingraham Glacier," by Allison L. Brown; "Interesting Climbs in the Snoqualmie Lodge Region," by Ben C. Mooers; "The Impressions of a Tenderfoot," by Elizabeth Sander Lilly; "Washington Hopes to Have a State Park System," by Edward W. Allen; "International Conference of Mountaineering Clubs," by Professor C. E. Fay; "Stolen Bells—A Comparison," by Marion Randall Parsons; "Activities of Other Mountain Clubs," edited by Gertrude Inez Streator; and "Book Reviews," edited by Margaret W. Hazard.

The book is lavishly illustrated with beautiful half-tones and two useful maps. Greetings in cordial terms are extended as a sort of a frontispiece by Hon. John Barton Payne, Secretary of the Interioir.

The Oregon club, The Mazamas, devoted the 1920 outing to Mount Baker and surrounding peaks. The first article is "The

Mount Baker Outing of 1920," by Jamieson Parker. It is a long article and profusely illustrated, as is the entire book. B. A. Thaxter writes on "The 1920 Ascent of Mount Shuksan," and R. H. Bunnage on "An Ascent of Ruth Mountain." One of the popular mountaineers of the Northwest, Richard W. Montague, has a brief article on the suggestive title: "Why Do We Come Back?" A review article, by Gertrude Metcalfe Sholes is entitled: "The Mount Baker Outing of the Mazamas in 1909." The most valuable article historically is "Mount Baker—Its Name and First Explorer" by Arthur J. Craven. He has used commendable diligence in collecting together the scant records of E. T. Coleman, who deserves a better place than has been accorded him heretofore in Northwestern annals. Charles F. Easton contributes a geological article on "The Story of Mount Baker."

The rest of the book is given to other mountaineering articles and the usual reports of officers.

Librarians and collectors of Northwest Americana will do well to save these beautiful and valuable publications.

Education During Adolescence. By RANSOM A. MACKIE. (New York: E. P. Dutton & Company, 1920. Pp. 222.)

While not in the field of the *Quarterly,* this book is mentioned for two reasons:—The author is a graduate of the University of Washington and he devotes pages 124-192 to a consideration of history as a required subject. There is an introduction by President G. Stanley Hall of Clark University in which that authoriay says that this book "represents better than anything I know the general principles of what I believe to be the education of the near future."

Ewing Young and His Estate. By FREDERIC G. YOUNG. (Portland: Oregon Historical Society, 1920. Pp. 171-315. Fifty cents.)

This is Volume XXI., Number 3, of *The Quarterly of the Oregon Historical Society,* but is mentioned here as a separate because it is devoted wholly to the item mentioned in the title. The first twenty-six pages are devoted to Professor Young's account of the romantic and important career of Ewing Young. The balance of the book is called an appendix and contains documents, such as letters, petitions and account books, all throwing light on the eco-

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Ewing Young and His Estate. By Frederic G. Young. (Portland: Oregon Historical Society, 1920. Pp. 171-315. Fifty cents.)

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nomic beginnings of Old Oregon. Subsequent writers on Northwestern history will find this a dependable source on many items heretofore hazily understood. Professor Young has here added another to the long list of important documents which he has uncovered and put into usable form.

The King of the Olympics: and Other Mammals of the Olympic Mountains. By E. B. WEBSTER. (Port Angeles, Washington, E. B. Webster. Pp. $4.00).

Mr. Webster has for years been devoted to a study of the Olympic Mountains and is one of the guiding spirits in the Klahanne Club of Port Angeles. The first and longest chapter in his book is devoted to the Olympic Elk, sometimes called the "Roosevelt Elk." He has collected much information about that interesting animal and a large number of beautiful photographs.

The remaining thirty-six chapters are devoted to thirty-six other mammals of the Olympics. He has been more intimate than technical in his descriptions. The pictures and the stories make a book which everyone will be glad to read and to save. Trips into the Olympic Mountains will have a larger and keener interest because of this volume, with its stories and its wealth of remarkably good pictures.

Centralia Tragedy and Trial. By BEN HUR LAMPMAN. (Centralia and Tacoma: American Legion, 1920. Pp. 79.)

The subtitle on the cover is "The American Legion's Account of the Armistice Day Massacre." It is profusely illustrated with portraits and pictures of buildings involved in the tragedy. Librarians would do well to save this fugitive item as it is sure to be needed in future studies of the case.

Fourth Annual Report of the National Park Service, 1920. By STEPHEN T. MATHER. (Washington Government Printing Office, 1920. Pp. 423.)

Like its predecessors, this report covers the year's work and happenings in the National Parks and Monuments. The Director's report covers the first 172 pages. The rest of the volume is devoted to reports by the several superintendents. Pages 267-278 contain the report of Superintendent Roger W. Toll of the Mount Rainier National Park. On page 180 are found some statistics about the

Mount Olympus National Monument. These reports are useful and interesting to all who follow the welfare of these playgrounds of the people.

Other Books Received

Alvord, Clarence Walworth. *The Illinois Country* 1673-1818. (Springfield: Illinois Centennial Commission, 1920. Pp. 524.)

Aurner, Clarence Ray. *History of Education in Iowa.* Volume V. (Iowa City: State Historical Society of Iowa, 1920. Pp. 371.)

Bogart, Ernest Ludlow and Thompson, Charles Manfred. *The Industrial State,* 1870-1893. (Springfield: Illinois Centennial Commission, 1920. Pp. 553.)

Cross, Arthur Lyon. *A Shorter History of England and Greater Britain.* (New York: The Macmillan Company, 1920. Pp. 942.)

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NEWS DEPARTMENT

New Edition of Pacific Northwest History Checklist

Students of Western history are familiar with the "Checklist of Books and Pamphlets relating to the History of the Pacific Northwest" compiled by Charles W. Smith and published by the Washington State Library in the year 1909. That work was planned as a librarian's handbook for use in a cooperative development of the history resources of the libraries of the Northwest, but it proved so useful to bookdealers and students that it promptly took its place as a standard regional bibliography. A writer in the Boston Transcript has recently referred to it as "the most substantial bibliography of its kind."

Readers of this *Quarterly* will accordingly be interested in knowing that a new edition is now in press. Like the former work it has been prepared cooperatively under the editorial supervision of Mr. Smith. It lists more than 4,500 items representing the important books and pamphlets bearing upon the history of the Pacific Northwest. Each item regardless of its rarity is located in the various libraries containing it. The list constitutes in effect a survey of the historical resources of the region covered since it aims to catalog each and all of the Northwest books in fifteen leading libraries. The following are the libraries that have cooperated in the new edition: The Provincial Library of British Columbia, the state libraries of Oregon and Washington, the city libraries of Boise, Idaho, Portland, Seattle, Spokane, Tacoma and Walla Walla, the libraries of the Universities of British Columbia, Montana, Oregon and Washington, and Whitman College Library.

The new edition is being published by the H. W. Wilson Company of 958-964 University Avenue, New York City, and is announced for early delivery.

The Force Collection

The University Library has received from Mr. H. C. Force of Seattle a collection of valuable books relating to American History and Archeology. The donation comprises some 450 volumes of choice Americana together with many pamphlets and a considerable

number of manuscript documents from the library of the donors father, General Manning Force. Among these books are many early publications of American historical societies and the gift goes far toward completing important sets of which the Library was already in posession of the more recent volumes.

Among noteworthy single volumes, may be cited Robertson's "Oregon, our right and title," one of the rarest of all the books relating to the Oregon question, also such fundamental sources as Maximillan's "Travels" and McKenny and Hall's "History of the Indian Tribes of North America." Additional interest is drawn to these books from the fact that the donor is a grandson of Peter Force, compiler of the "American Archives" and a famous book collector of the early 19th Century.

Professor Golder in Europe

Professor Frank A. Golder of the Washington State College has been appointed special agent of the Hoover War Collection of Stanford University. He has already sent from London valuable additions to the Collection and he is now in France securing materials supplementing the large collection made there previously by Professor E. D. Adams. It is expected that Professor Golder will spend a year in this important work.

Professor Morris in London

Accompanying Professor Golder on the journey, Professor William A. Morris has gone to London where he is now at work in the British Museum and the Public Record Office studying British constitutional history. He is a member of the faculty of the University of California and is also well known in the Northwest from his work on the faculties of the University of Washington and Oregon. He is a native son of Oregon.

American Historical Association

The thirty-fifth annual meeting of the American Historical Association was held in Washington, D. C., December 27-30. Two especially interesting portions of the programme were "General Session Commemorating the Pilgrim Tercentenary," with Professor Edward Channing, of Harvard, as chairman, and "Conference:

Opportunities for Historical Research in Washington," the chairman being J. Franklin Jameson, Director of the Department of Historical Research, Carnegie Institution of Washington.

Oregon Historical Society

The twenty-second annual meeting was held in Portland on October 23, 1920. The principal address was by John E. Rees, of Salmon, Idaho, on "Oregon: Its Origin, Meaning and Application."

The Pacific Coast Branch

The Pacific Coast Branch of the American Historical Association held its sixteenth annual meeting at Los Angeles, Friday and Saturday, November 26 and 27. The following program was provided:

Friday morning, Professor Waldemar C. Westergaard presiding: (1) The Hoover Collection, Professor R. H. Lutz, Stanford University; (2) Latin-American History, Professor P. A. Martin, Stanford University; (3) California History, Dr. O. C. Coy, Historical Survey Commission.

Friday afternoon: (A) Business session. (1) Reports of committees; (2) election of officers; (3) new business. (B) General session, Professor R. G. Cleland presiding. Topic: The Contributions of the Social Sciences to Education. (1) Political Science, Professor R. D. Hunt, University of Southern California; (2) Economics, Professor Summer, Pomona College; (3) History, Professor V. J. Farrar, University of Washington.

Friday evening: The annual dinner, Clark Hotel, Professor H. E. Bolton presiding. (1) The President's annual address, Religious Influence in History of West, Professor Levy Edgar Young, University of Utah; (2) Informal addresses.

Saturday morning: University of Southern California teachers' session, W. F. Bliss presiding, State Normal School, San Diego. Topic: The Social Sciences and Education for Citizenship in the Schools. (1) Proposed Programs, Professor E. Dawson, Hunter College, New York City; (2) discussion, opened by R. L. Ashley, Pasadena High School, Miss Maud Philips; (3) general discussion.

At the business session, Professor R. C. Clark, of the University of Oregon, was elected President, with the understanding that the next annual meeting will be held in Eugene or Portland, Oregon.

The Washington Historical Quarterly

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Contents

VICTOR J. FARRAR.....Joseph Lane McDonald and the Purchase of Alaska 83

MARIAN CORDZ.....Bibliography of Railroads in the Pacific Northwest..... 91

EDMOND S. MEANY.....Origin of Washington Geographic Names 115

DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar..... 137

BOOK REVIEWS 149

NEWS DEPARTMENT 157

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JOSEPH LANE McDONALD AND THE PURCHASE OF ALASKA

Very little is known of the early life of Joseph Lane McDonald, but from fugitive sources we glean that he was born in Ireland in 1820 and emigrated to the United States about 1834.[1] His life here for the next twenty years was uneventful. He followed rather unsuccessfully the trades of sailor, fisherman and ship carpenter, and at one time possessed a small craft, but he never advanced beyond a common calling.

These years, however, were not unfruitful to his mind, for, as he listened to the stories of the returned New Bedford whalers, his interest in fisheries, at first casual, grew, and he began to dream of the wonderful wealth to be gained some day in the Pacific waters.

Only a slight stimulus was needed to urge him to action. This he received from the discovery of gold in California, which widely advertised the West. About 1857 he made up his mind to seek these fisheries and, taking passage on one of the many ships bound to the Pacific, arrived in San Francisco in 1858.[2]

Early in 1859 he set out to explore the California waters. He was greviously disappointed in them. He found that the widely-heralded mackerel shoals in the Santa Barbara channel warranted no financial outlay, and that the cod banks yielded but an inferior and jaundiced fish. He quickly dismissed these waters as inconsequential, and set out on a second cruise, to the north, and explored the coasts of Oregon, Washington, British Columbia and Alaska. This time he was successful. What he beheld in Alaska outmatched all his dreams and he was certain a great fortune awaited him.[3]

1 "Deposition of Joseph Lane McDonald" in *Evidence for the United States in the Matter of the Claims for the Puget Sound Agricultural Company* (Washington, D. C., 1867), pp. 122-126. Joseph Lane McDonald, *Hidden Treasures or Fisheries Around the North-West Coast* (Gloucester, Mass., Advertiser Press, 1871), pp. 6-10. McDonald to Seward, July 15, 1867, in *House Executive Document*, 177, 40th Congress, 2d session, serial number 1339, p. 58. Stellacoom (Washington Territory) *Puget Sound Herald*, May 1, 1862.

2 *Hidden Treasures*, p. 10. McDonald to Seward, in op. cit., p. 58.

3 *Hidden Treasures*, p. 10.

The Washington Historical Quarterly

But he also found that Americans worked under a disability in Alaska, for since the expiration of article 4 of the treaty of 1824, in 1834, the United States had come to no arrangement whereby its citizens could make landings in the Russian possessions, and that permission to do so would have to come from the Russian governor.

Late in the fall of 1859 he returned to San Francisco where he formed a company one of whose members was the Russian consul, and as the governor was in the city at the time the consul was entrusted with the business of getting the necessary permit. It is certain that at this time McDonald had no thoughts concerning the purchase of Alaska. What he desired was without doubt a lease, or "the privilege of prosecuting the salt fisheries for a term of years along the peninsula of Alaska." The Hudson's Bay Company had secured (for fur-trading) such a lease on the mainland, and McDonald's request was not without precedent. The Russian consul was unsuccessful in his efforts, the governor refusing emphatically to listen to the proposition, and McDonald turned elsewhere for aid. He first addressed himself to Secretary Cass at Washington, D. C. The secretary replied that the troubles then in prospect in the South precluded any effort on the part of the Federal government in his behalf, and that his franchise in those regions must "wait for a more convenient season." He next applied to Senator Gwin who, according to McDonald, offered the Russian government "then and there" the sum of six millions for the territory of Alaska.[4]

Of efforts through Senator Gwin and Secretary Cass at Washington, D. C., we have an authentic account by Charles Sumner, who says: "It is within my knowledge that the Russian government was sounded on the subject during the administration of Mr. Buchanan. This was done through Mr. Gwin at the time Senator of California, and Mr. Appleton, Assistant Secretary of State. For this purpose the former had more than one interview with the Russian minister at Washington some time in December, 1859, in which, while professing to speak for the President unofficially, he represented "that Russia was too far off to make the most of these possessions; and that, as we were near; we can derive more from them." In reply to an inquiry of the Russian minister Mr. Gwin said that "the United States could go as high as $5,000,000 for the purchase," on which the former made no comment. Mr. Appleton, on another occasion, said to the minister that the acquisition would be very profitable to the States on the Pacific; that he was ready to follow it up, but wished

4 *Hidden Treasures*, p. 10; McDonald to Seward, in *op. cit.*, p. 58; "Address of Cornelius H. Hanford before the Bar of Seattle on the Occasion of the Death of Henry G. Struve" in Clinton T. Snowden, *History of Washington*, iv, p. 154.

to know in advance if Russia was ready to cede; that if she were, he could confer with his cabinet and influential members of Congress. All this was unofficial, but it was promptly communicated to the Russian government, who seemed to have taken it into careful consideration. Prince Gortschakow, in a despatch which reached here early in the summer of 1860, said that the offer was not what might have been expected; but that it merited mature reflection, that the minister of finance was about to inquire into the condition of these possessions, after which Russia would be in a condition to treat." The prince added for himself that "he was by no means satisfied personally that it would be for the interest of Russia politically to alienate these possessions; that the only consideration which could make the scales incline that way would be the prospect of great financial advantages; but that the sum of $5,000,000 does not seem in any way to represent the real value of these possessions;" and he concluded by asking the minister to tell Mr. Appleton and Senator Gwin that the sum offered was not considered "an equitable equivalent."[5]

Civil war and the changed administration dispersed most persons connected in any way with these negotiations, and McDonald repaired to Puget Sound which was nearer his coveted goal. His appearance here, as described by persons yet living, was most theatrical. His body was short, his shoulders enormous, and his head, the face of which was deeply pitted, formed union with the trunk without semblance of neck. His manners bespoke his person. Adults turned to take a second look and children to stare when he passed by. Some thought him a wonderful man, but others a halfwit, even bad. How he made a living nobody knew, although it was gossiped that he was a seller of whiskey to Indians and a smuggler, callings not held in such ill-repute then as now.[6]

He first came into prominence as a newspaper reporter and many of his signed articles give us valuable and interesting news.[7] As he was ever on the move he probably became in a short time the best informed man in the territory on local happenings. His style certainly "was the man." He mixed in politics to a small extent and in 1863 applied for and received the position of chief clerk of the lower house. Thus he passed four or five years.

5 *House Executive Document*, 177, 40th Congress, 2d session, serial number 1339, pp. 133-134.

6 Several persons are yet alive who knew McDonald. The writer is especially indebted to Clarence B. Bagley, Cornelius H. Hanford, Albert Atwood and William Surber, all of Seattle, John Huggins of Steilacoom, and Ezra Meeker of Puyallup. See, also, Steilacoom *Puget Sound Herald*, May 1, 1862.

7 Olympia *Washington Standard*, January 4, 1862.

With the dawn of peace McDonald renewed his former activities but on a grander scale. He now proposed to form a gigantic "Oriental and Occidental Railroad and Steamship Company" having Europe as its eastern and Asia its western terminus, which should control many subsidiary concerns, cod packets, whalers, factories, and the like. Of course such a complex enterprise could not be inaugurated all at once, so he began an initial venture styled the "Puget Sound Steam Navigation Company", a good idea of which is contained in the prospectus issued on October 4, 1865:[8]

"If the heroes from the 'tented field;' statesman from the halls of Congress; 'wise men from the East;' the 'widows and the fatherless,' seek a safe lodge in our vast wilderness, may we not reasonably hope for 'replenishing streams' of useful immigrants within our 'sequestered vale of life'. Our people appreciate the situation. The mountain passes are made passable, and the weary traveler may now bathe body and soul in the 'placid waters of Puget Sound.' Our prairies abound with superior white pasture oak, which may be had 'without money and without price;' excellent for timber of medium sizes is now offered in quantities at six dollars per thousand feet, while ship carpenters, joiners and machinists are ready and willing to labor at reasonable wages.

"The topography of our smooth inland sea; the absence of hurricanes; the convenience of safe harbors and the prospective travel and commerce on Puget Sound, renders the immediate organization and incorporation of a Steam Navigation Company indispensible.

"We have been in correspondence with steamship owners 'beyond the seas' for several months, and we have assurance of means, if properly encouraged by our leading merchants and business men residing on the route.

"We propose visiting Victoria, via ports on the sound, early in November next, for the sole purpose of organizing the 'Puget Sound Steam Navigation Company,' which we hope to have incorporated by the Territorial Legislature early in December. It is desirable that the ports on the Sound shall contribute a sufficient amount of stock to entitle said ports to a local director. The amount of stock subscribed to be appropriated to the equipment of one or more first-class steamships, as the directors collectively assembled may determine from time to time. We cordially solicit stockdrovers, farmers, merchants, mechanics, and all others favorable to safe, cheap and speedy travel, to subscribe to the stock, in timber, provisions, labor,

8 Seattle *Gazette*, November 4, 1865; *Id.*, December 27, 1865; Seattle *Puget Sound Semi-Weekly*, April 12, 1866.

or money, to the end that travel and communication may be facilitated and placed within the reach of all. Clergymen, teachers, editors, and all others having the prosperity of our beautiful and romantic Sound at heart, are cordially invited to agitate this much needed enterprise, in their respective localities."

Despite his eccentricities many important men enlisted their support,[9] and by the time the legislature came into session the company was ready for incorporation. To Olympia, the capital, went McDonald in person, for he wished to sound the legislators beforehand on certain larger phases, fisheries, etc., already mentioned. He was assured that the bill for the incorporation of the Puget Sound Steam Navigation Company would pass without serious opposition, but no privileges could be given him in Russian waters since the territory had none to offer. However, a memorial might be addressed to the president of the United States touching that matter. Such a memorial McDonald decided to have introduced as follows:

"To his Excellency, Andrew Johnson, President of the United States. Your memorialists—the Legislative Assembly of Washington Territory, beg leave to show that vast quantities of cod, halibut and salmon of excellent quality, are found along the shores of Russian America. Your memorialists respectfully request your Excellency to obtain *such rights* and *privileges* of the government of Russia, as will enable our fishing vessels to visit the harbors of its possessions to the end that fuel, water and provisions may be obtained; that our sick and disabled fishermen may obtain sanitary assistance; together with the privilege of taking and curing fish and repairing vessels. Your memorialists further request that the Secretay of the Treasury be instructed to foward to the Collector of Customs of this, Puget Sound District, such fishing license, abstract journals and log-books as will enable our hardy fishermen to obtain the bounties now paid to the fishermen in the Atlantic States. Your memorialists finally pray your Excellency to employ such ships as may be spared from the Pacific Naval Fleet in surveying the fishing banks known to the navigators to exist from the Cortez bank to Behring Straits."[10]

Both memorial and incorporation bills were introduced on the same day, January 9, 1866, the former being referred to the commit-

9 Those mentioned in the articles of incorporation were W. P. Sayward, Thomas Deane, E. S. Fowler, H. L. Tibbals, O. F. Gerrish, P. M. O'Brian, C. B. Sweeney, W. W. Miller, Isaac Lightner, S. W. Percival, S. D. Howe, G. K. Willard, Sam Coulter, T. F. McElroy and J. L. McDonald. The capital stock was $50,000.

10 *Laws of Washington* (1865-66), p. 223. Cited also by Seward, and by McDonald in *House Executive Document*, 177, 40th Congress, 2d session, serial number 1339, pp. 4; 132-133.

tee on memorials and the latter to the committee on commerce. Both were reported back favorably on the 10th. The memorial passed its third reading on that day without debate.

Little objection was encountered by the incorporation bill, only two representatives, Messrs. A. S. Miller and H. C. Rowe, opposing, and it likewise passed on the 10th. But later in the day the Clarke County representatives had the vote reconsidered, to amend the bill, that the privileges granted should not extend to the Columbia river, where operated a rival company of much influence. The bill thus amended passed on the 11th.

Inasmuch as no debates were kept and the journal is our only source, certain parliamentary procedures are not altogether understandable. Thus one member moved that the privileges granted in the act be extended to the Russian possessions and Behring Straits; another that the company build the Northern Pacific Railroad. Both motions embody McDonald ideas, but whether they were made to help or hinder him is not clear.[11]

While the memorial was yet before the legislature, McDonald forwarded a printed copy to Seward with a long letter, and urged the Secretary to acquire such fishing privileges in Russian America as were enjoyed by fishermen in British America.[12]

The document arrived in Washington at a most opportune moment. Seward was already engaged in renewing the purchase negotiations so hastily terminated by the Civil War. He says:

"The memorial of the legislature of Washington Territory to the President, received in February, 1866, was made an occasion in general terms for communicating to Mr. de Stoekl the importance of some early and comprehensive arrangements between the two countries to prevent the growth of difficulties in the Russian possessions."[13]

This is the memorial which was so widely used both in Congress and country as a "cause" to justify the purchase. Coming at a time most opportune and representing seemingly a large commonwealth, it played a larger part than it merited. So far as can be ascertained it represented no interest in Washington Territory save

11 *House Journal* (1865-66), pp. 172, 180, 189, 194, 207, 210, 219, 220; *Council Journal* (1865-66), p. 182; *Laws of Washington* (1865-66), pp. 193-194; 223. H. F. Smith introduced the memorial. H. G. Struve claimed to have drafted it. See "Address of Cornelius H. Hanford before the Bar of Seattle on the Occasion of the Death of Henry G. Struve" in Clinton T. Snowden, *History of Washington*, iv, p. 154.

12 McDonald to Seward, July 15, 1867, in *House Executive Document*, 177, 40th Congress, 2d session, serial number 1339, p. 58.

13 *House Executive Document*, 177, 40th Congress, 2d session, serial number 1339, pp. 4; 132-133.

McDonald, for this was before the days of commercial fishing here.[14] Not a single Territorial paper gave it even mention, let alone comment, at the time; but after the purchase, it assumed importance.[15]

Shortly after the treaty of cession, McDonald made several trips to Alaska and after his return visited the East to seek capital for his enterprise. There he delivered several lectures on the resources of the new country, and arranged for the publication of his book entitled "Hidden Treasures, or Fisheries Around the North-West Coast." The latter was an ill-gotten up work of less than a hundred pages made up for the most part of excerpts from other writers, notably Wilkes and Davidson. In it McDonald wildly advertises the fisheries, urges the immediate annexation of British Columbia, relates his share in the acquisition of Alaska, and winds up with an enormous praise of the Puget Sound country, which he accompanies with a depreciation of the harbor facilities of Oregon and California.[16]

Nothing came of the Puget Sound Steam Navigation Company.[17]

In the promotion of his Oriental and Occidental Railroad and Steamship Company, McDonald found his last work on the Sound. As this company existed in his mind it was to be an international affair having many commercial ramifications, but for the present it was to be a spur-road, extending southeastwardly from Seattle to connect with the Union Pacific in Wyoming. The company was incorporated on March 3, 1875, and after surviving four years of stagnation, appealed to Congress through the Territorial Legislature for

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14 Practically all newspapers give 1863 as the year when the commercial fishing began in Alaska: "The fisheries of the Ochotsk Sea, says the S. F. Call, became more and more promising, as an element contributing to our prosperity, as the capital and enterprise invested swells in volume. Two years ago [1863], a single vessel [Timandra] wandered off to the then unknown banks, on an uncertain adventure, and in a round voyage of three months brought in a cargo of codfish which opened the eyes of some of our incredulous merchants. Encouraged by the result of the first experiment, the same parties fitted out a second expedition, consisting of two small vessels, and the enterprise was again crowned with most gratifying success. . . . Recently eight hundred quintals of codfish, direct from the Ochotsk sea, were landed from one vessel at Clay street wharf, for J. G. Marks & Co."—Seattle *Weekly Gazette*, Oct. 14, 1865. See also, Olympia *Courier*, Dec. 12, 1879. Washington efforts, however, did not begin until many years afterwards. As late as 1869 two Italian fishermen were the subject of an editorial by a Seattle paper for introducing halibut into the local market.—See Seattle *Intelligencer*, May 17, 1869.

15 Hubert Howe Bancroft, *History of Alaska*, p. 592; Edmond S. Meany, *History of the State of Washington*, pp. 153-154. Henry G. Struve in later years claimed to be its author. See "Address of Cornelius H. Hanford before the Bar of Seattle on the Occasion of the Death of Henry G. Struve" in Clinton T. Snowdon, *History of Washington*, iv, p. 154.

16 Little was known of McDonald's whereabouts from August, 1867, to May 28, 1870. On the latter date he suddenly reappeared and stated that he had been to Alaska. Shortly after, on August 6, 1870, he left for the east to publish his book, and nearly two years later, on March 18, 1872, the Seattle *Intelligencer* carried this notice: "The Plymouth (Mass.) Memorial announces that J. L. McDonald, Esq., who has been five times to Alaska, and for many years a resident of Washington Territory, will lecture in that place on the 'Resources of Alaska.'" See note 1 for the reference to his book.

17 One steamship was actually put into operation by the company, the *Annie Stewart*. See "An Act for the Relief of Puget Sound Steam Navigation Company, approved November 6, 1877" in *Laws of Washington*, 1877.

a land grant and bond issue; but nothing came of the matter, and the papers ceased its advertisement after 1880.[18]

McDonald left for the East about 1881, supposedly in the interest of his company, and his friends heard of him no more. Thus passed one of the unique characters of the West, whose life work resulted in failure and whose only claim to fame is his association with the early fisheries and the purchase of Alaska.

Victor J. Farrar

18 *Laws of Washington* (1879), p. 275. McDonald placed the western terminus of his road at Steilacoom at which place he had a land claim. Prior to his departure for the East the Olympia *Transcript*, under date of November 27, 1880, published this notice: "Joe Lane McDonald is about starting east, when he comes back he wants to bring the Oriental and Occidental Railroad with him, and when he does we [the town of Steilacoom] will have a city that can be seen by land or water without the aid of a baloon or county seat either; and when these New Tacomaits see our seven miles of good anchorage all filled with shipping, protected by heavy fortifications at the American Gibraltar just below us, they undoubtedly will feel a little ashamed of their county seat on a hill above a harbor without any bottom to it." Tacoma was the terminus of the Northern Pacific which gave McDonald's road its quietus.

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MARIAN CORDZ

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XII., page 67.*]

PARADISE, a name much used in the Mount Rainier Park for glacier, river, park, and valley. See items under Mount Rainier.

PARK, a town on Lake Whatcom in the southwestern part of Whatcom County named in honor of Charles Park, a pioneer of that place. (J. D. Custer, in *Names MSS.* Letter 209.)

PARKER'S LANDING, see Washougal.

PARKER REEF, off the north shore of Orcas Island. The name originated with the Wilkes Expedition, 1841, by charting "Parker's Rock." (Volume XXIII., *Hydrography,* Atlas, chart 77.) The honor was for George Parker, a petty officer with the expedition.

PARK PLACE, see Monroe.

PARK POINT, see Devil's Head.

PARNELL, former name of a town in Grant County. See Hartline.

PARRAGON LAKE, see Pearrygin Lake.

PARTRIDGE POINT, see Point Partridge.

PASAUKS ISLAND, see Bachelors Island.

PASCO, a town near the junction of the Snake and Columbia Rivers, and the county seat of Franklin County. The name was bestowed by Virgil Gay Bogue, Location Engineer of the Northern Pacific Railroad. At that time the place was dusty, hot and disagreeable. He had read of a disagreeable town in Mexico by that name and gave it to the new station with no suspicion that it would become an important county seat and railroad center. (F. W. Dewart, Spokane, in *Names MSS.* Letter 599.)

PATAHA, a village near Pomeroy in Garfield County, on a creek bearing the same name which is a tributary of the Tucannon. The word is Nez Perce and means "brush." There was a dense fringe of brush along the creek. The site was first settled in 1861 by James Bowers, who sold it to his brother-in-law, J. Benjamin Norton, who, in turn sold it in 1867 to A. J. Favor. He platted the town on August 21, 1882. (*Illustrated History of Southeastern Washington,* page 545.) The town was formerly known as "Favorsburg" and "Watertown," but the Indian name finally prevailed.

Favor was an interesting pioneer who, for a time, drove stage on the Lewiston route. He was known as "Vine" but the newspapers of that day had much fun over his real name. "His parents lived in a small town in Maine and a circus came there for the first time in the history of the place. It was owned by Angevine, June, Titus & Company. Mr. and Mrs. Favor attended in the afternoon and were so well pleased that they named their boy, born on the following day, for the proprietors of the enterprise." (*Columbia Chronicle,* January 31, 1885.)

PATERSON, a town on the north bank of the Columbia River, in Benton County. It was named for Henry Paterson, a pioneer settler. (Postmaster at Paterson, in *Names MSS.* Letter 356.)

PATIT CREEK, a tributary of the Touchet River in the central part of Columbia County. Some maps show it as Palat Creek. The railroad surveyers called *Pa-at-te-tah.* (Map in *Pacific Railroad Reports,* Volume XII., book 1.) It is from the Nez Perce *Pat-tit-ta* meaning "bark creek." (F. T. Gilbert in *Historic Sketches of Walla Walla, Whitman and Garfield Counties,* page 389.)

PATOS ISLAND, in the northern part of San Juan County. The Spanish word means "ducks." Galliano and Valdes gave the name in 1792. (*United States Public Documents,* Serial Number 1557.) The Wilkes Expedition, 1841, renamed it "Gourd Island." (*Hydrography,* Volume XXIII., Atlas, chart 77.) In 1874, Captain Henry Kellett restored the Spanish name to the British Admiralty chart and the United States Coast Survey also adopted it in 1854. (*United States Public Documents,* Serial Number 784, chart 51.)

PATTERSON LAKE, a small body of water west of Winthrop in Okanogan County. It was named after the first settler there, Sam Patterson. (Guy Waring, Winthrop, in *Names MSS.* Letter 291.)

PATTERSON POINT, see Gibson Point.

PATTISON LAKE, in Thurston County. It was named for James Pattison, who, with his wife Jane (Willey) Pattison took up a donation land claim there in the early fifties. (Mrs. George E. Blankenship in *Tillicum Tales of Thurston County,* page 128.)

PAT-TO, said to be an Indian name for Mount Adams.

PAVILION RIVER, see Palouse.

PAXTON, a railroad station in the east central part of Adams County. H. R. Williams, Vice-President of the Chicago, Milwaukee & St .Paul Railway Company says, "it was a chance selection." (In *Names MSS.* Letter 589.)

PEACH, a town on the Columbia River, in the northern part of Lincoln County. It was named for its fine fruit and peach orchards. (Postmaster at Peach, in *Names MSS.* Letter 159.)

PEACOCK ISLAND, see Hat Island.

PEACOCK MOUNTAIN, in the central part of Okonogan County. It was named for a mine by that name near its summit. "The mine was found in 1885 by a halfbreed, whose name I think was John Picard." (C. H. Lovejoy to Frank Putnam of Tonasket, April 6, 1916, in *Names MSS.* Letter 345.)

PE-A-KWAD, see Shelton.

PEALES PASSAGE, the waterway between Hartstene and Squaxin Islands in the southeastern part of Mason County. It was named by the Wilkes Expedition, 1841, in honor of T. R. Peale, naturalist, who was a member of the expedition. (*Hydrography*, Volume XXIII., Atlas, chart 78.)

PEAPOD ROCKS, off the east shore of Orcas Island, in the east central part of San Juan County. They were named on account of their shape by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 77.) The United States Coast Survey, in 1854, called them "Peapod No. 1" and "Peapod No. 2." (*United States Public Documents*, Serial Number 784, Chart 51.)

PEARL ISLAND, off the northwest shore of San Juan Island, in San Juan County. It was named by the Wilkes Expedition, 1841. (*Hydrography*, Volume XXIII., Atlas, chart 77.)

PEARRYGIN LAKE, near Winthrop, in the west central part of Okonogan County. It was named for Benjamin Franklin Pearrygin who was the third settler in the valley and located on the shore of the lake. (Guy Waring, of Winthrop, in *Names MSS.* Letter 291.)

PE ELL, a town in the southwestern part of Lewis County. Edward S. Curtis says white men adopted the name with the mistaken idea that it was an Indian word. "In fact it is an Indian pronunciation of the name of a one-eyed French halfbreed, Pierre, who used to pasture horses in this prairie." The real Indian name of the place, he says, is *Tsachwasin*. (*The North American Indian*, Volume IX., page 153, note.)

PELOOSE RIVER, see Palouse.

PEND OREILLE, a county in the northwestern corner of the State, which was created by the Legislature on March 1, 1911. A creek and lakes bear the same name. The name originated with the French

employes of the Northwest and Hudson's Bay Companies who gave it to Indians who had ornaments hanging or pendant from the ears. A flippant translation in some journals was "Ear Bobs."

PENGUIN HARBOR, the name given by the Wilkes Expedition, 1841, to the waterway north of Guemes Island. It has disappeared, being merged in that of Bellingham Channel. See Guemes Island.

PENGUIN ISLAND, see Bare Island.

PENN COVE, on the eastern shore of Whidbey Island, in Island County. It was named by Vancouver in 1792, who says he named it "in honor of a particular friend." He may have referred to one of two grandsons of William Penn, who were then living in England. (Edmond S. Meany in *Vancouver's Discovery of Puget Sound*, page 165, note.)

PENRITH, a town in the southeastern part of Pend Oreille County. It was named by the Great Northern Railway Company. (J. B. Torbet, in *Names MSS.* Letter 174.)

PEONE, a creek, prairie and town northeast of Spokane. The name came from Chief Peone of the Peone Indians. (Postmaster at Mead, in *Names MSS.* Letter 170.)

PERCIVAL CREEK, in Thurston County. Thomas Prather says: "My first work upon arrival in Olympia was logging for Captain Percival up the creek which even then and still bears the name of this noted pioneer sea captain." (Mrs George E. Blankenship: *Tillicum Tales of Thurston County*, page 137.)

PER-CO-DUS-CHULE, see West Point.

PERIWEE FALLS, in Pend Oreille County, near the Canadian boundary. It was named in 1895 by a French Canadian who was hunting and prospecting in that region. (E. O. Dressel, in *Names MSS.* Letter 51.)

PERKINS PRAIRIE, see Buckley.

PERRY, a postoffice in the northwestern corner of Columbia County, established in August, 1881. Daniel Lyons was then postmaster. (*Illustrated History of Southeastern Washington*, page 379.)

PERRY'S ISLAND, see Fidalgo Island.

PHILLEO LAKE, west of Spangle in Spokane County. It was named by T. A. E. Philleo, who owned the land about it. (M. H. Sullivan of Spangle, in *Names MSS.* Letter 153.)

PHINNEY, see Clinton.

PICKERING PASSAGE, the waterway between Hartstene Island and the mainland in the east central part of Mason County. It was named by the Wilkes Expedition, 1841, in honor of Charles Pickering, a naturalist with the expedition. (*Hydrography,* Volume XXIII, Atlas, chart 78.)

PIEDMONT, a town on the shore of Lake Crescent, in the north central part of Clallam County. It was named in 1893 by William Dawson on account of its position at the foot of a mountain. (D. A. Christopher, in *Names MSS.* Letter 252.)

PIERCE COUNTY, created by the Oregon Territorial Legislature on December 22, 1852, before Congress had created Washington Territory. The name was an honor for Franklin Pierce, who was at that time President-elect of the United States.

PIGEON CREEK, see Bachelors Island Slough.

PILCHUCK, the name of a creek, a mountain and a town in Snohomsh County. The creek was first to be named, the name being a compound from the Chinook Jargon *Pil* meaning "red" and *chuck,* "water." The water in the creek has a reddish hue. (E. M. Floyd in *Names MSS.* Letter 189 and Dr. Charles M. Buchanan in *Names MSS.* Letters 141 and 155.)

PILDSH POINT, see Broad Spit.

PILE POINT, on the southwest shore of San Juan Island, in San Juan County. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

PILLAR POINT, in the Strait of Juan de Fuca off the shore in the northwestern part of Clallam County. The name first appears on the British Admiralty Chart 1911, Kellett, 1847, and was mentioned on page 418 of the United States Coast Survey for 1858. (*United States Public Documents,* Serial Number 1005.)

PILLAR ROCK, in the Columbia River, in the southwestern part of Wahkiakum County. In 1805, Lewis and Clark described the rock without giving it a name. The Wilkes Expedition, 1841, shows that the name was well established at that time. Commander Wilkes says: "We ran up the river a few miles, and anchored just below Pillar Rock, and opposite to Waikaikum. Waikaikum belongs to a chief named Skamakewea, and is a large lodge, picketed around with planks. * * * Pillar Rock is called by the Indians Taluaptea, after the name of chief, who in bygone days lived at the falls of the Columbia, and who, having incurred the displeasure of their spirit, called Talapos, was turned into a rock, and placed where he

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would be washed by the waters of the great river. The rock is twenty-five feet high, and only ten feet square at its top: it is composed of conglomerate or pudding-stone, and is fast crumbling to pieces. I found great difficulty in ascending it." (*Narrative,* Volume V., page 120.)

PILOT COVE, on the west shore of Admiralty Inlet, in the northeastern part of Kitsap County. Pilot Point, nearby, is now a better known geographic name. Commander Wilkes, in 1841 wrote: "Here we anchored before sunset and I named it Pilot's Cove, from the circumstance of having been here joined by the first officer of the Hudson Bay Company's steamer, commanded by Captain M'Niel, who on hearing of our arrival, kindly sent him down to pilot up the ship." (*Narrative,* Volume IV., page 303.)

PINKNEY CITY, see Colville.

PINE CITY, a town in the northern part of Whitman County. Vice-President H. R. Williams of the Chicago, Milwaukee & St. Paul Railway Company says it was a name in local use when the railroad was built. (In *Names MSS.* Letter 589.)

PINE CREEK, a tributary of the Walla Walla River in Walla Walla County. N. W. Durham says it is probably the *Te-hoto-nimme* of Steptoe. (*Spokane and the Inland Empire,* page 222.)

PINE ISLAND, in Willapa Bay, Pacific County: Judge James G. Swan in 1857 wrote: "a small sand-islet of some four or five acres in extent, covered with low, stunted pine-trees and beach grass. Some of the oystermen reside on it, as it is near the channel and the oyster beds." (*Northwest Coast,* page 27.)

PINE LAKE, a small body of water east of Lake Sammamish in King County. It was so named on account of a few white pine trees growing nearby. (J. B. Scott, of Monohon, in *Names MSS.* Letter 499.)

PING, a town in the northern part of Garfield County. It was named for Robert and Frank Ping who had settled in that vicinity in early days. (*Illustrated History of Southeastern Washington,* page 49.)

PING COUNTY, see Columbia County.

PINGSTON CREEK, a tributary of the Columbia River in the north central part of Stevens County. It was named for Captain Alfred G. Pingston who was captain on the Steamer 49 running between Marcus and Death Rapids, B. C., on the Columbia River in 1865. He was shot and killed by accident at the Little Dalles on the Columbia

River some twenty miles north of Marcus in 1870. He had settled on the creek and planted an orchard which has survived for more than half a century. (Richard Nagle, in *Names MSS.* Letter 129.)

PINNACLE ROCK, see Fucas Pillar.

PINNEA CREEK, see Skamokawa Creek.

PINS, a postoffice on the Hoh River in the northwestern part of Jefferson County. It was named for an early settler. The office was discontinued about 1907. (John Huelsdonk, of Hoh, in *Names MSS.* Letter 171.)

PIONEER, see Covello.

PISCHOUS RIVER, see Wenatchee River.

PISCO RIVER, see Toppenish Creek.

PISH-ST RIVER, see Fish River.

PISKOWISH RIVER, see Wenatchee River.

PITCH-POL, see Foulweather Bluff.

PITT ISLAND and PASSAGE, west of McNeil Island, in the northwestern part of Pierce County. The Wilkes Expedition, 1841, spells the name of the island with one "t" and does not name the passage. (*Hydrography* Volume XXIII., Atlas, chart 79.) The British Admiralty Chart 1947, Inskip, 1846, calls the island "Enriquita Island" and the waterway, "Crauford Channel." The United States Coast & Geodetic Survey Chart 6460 shows both island and passage bearing the name Pitt.

P'KOWITZ, said to be one of the Indian names for Mount Baker, Judge James G. Swan says it is compounded of *Puk'h* meaning "white" and *h'kowitz* meaning "mountain" both in the Clallam Indian language. (*Washington Pioneer Association Transactions*, Seatle, 1894, page 100.)

PLAIN, a postoffice in the central part of Chelan County. The name was suggested by C. F. Rupel and the office was opened for business on November 14, 1913. (C. F. Rupel, in *Names MSS.* Letter 370.)

PLEASANT HARBOR, a small bay on the western shore of Hood Canal, in the eastern part of Jefferson County. The Wilkes Expedition, 1841, gave it the Indian name "Tzee-sa-ted Cove." (*Hydrography* Volume XXIII., Atlas, chart 78.)

PLEASANT PRAIRIE, in the central part of Spokane County. The first settlement there was by Henry Eilenfelt on June 1, 1878. (*History of Spokane County*, page 282.)

PLEASANT VIEW, a town in the northeastern part of Walla Walla County, plotted by W. C. Painter on November 26, 1894. (*Illustrated History of Southeastern Washington,* page 167.)

PLOMONDON ISLAND, see Fisher Island.

PLUMPER REEF, see West Bank.

PLYMOUTH, a town on the Columbia River in the south central part of Benton County. A rugged basalt rock makes out into the river. The Spokane, Portland & Seattle Railway has a tunnel 800 feet long through the rock. The settlers hoped for a town and sought a good name. "Gibraltar" was objected to because it was foreign and inhospitable. The American name of Plymouth was chosen. The Indian name for the locality was *Soloosa,* which was preferred by A. D. Walker as a name for the town. (In *Names MSS.* Letter 372.)

POINT ADAMS, on the Oregon side at the mouth of the Columbia River. The name was given by Captain Robert Gray on May 18, 1792. ("Boits Log of the Columbia" in *Washington Historical Quarterly,* Volume XII., No. 1, January, 1921, page 35.) Later in the same year Vancouver recognized the name, saying: "Point Adams is a low, narrow, sandy, spit of land, projecting northerly into the ocean, and lies from Cape Disappointment, S. 44 E. about four miles distant." (*Voyage of Discovery Round the World,* second edition, Volume III., page 88.) Captain Gray tried to change the name of Cape Disappointment to "Cape Hancock." See the entry under Cape Disappointment.

POINT ALAN, also spelled Allan and Allen, see Allen Point.

POINT ANGELES, see Ediz Hook.

POINT ARMSTRONG, see Point Chehalis.

POINT BAADDAM, the southeastern cape of Neah Bay, in the northwestern part of Clallam County. Judge Swan in quoted as authority for the statement that the village Baada was abandoned in 1863 by the Indians who moved to Neah. (Bureau of American Ethnology, *Handbook of American Indians,* Volume I., page 123.)

POINT BEALS, on the northeast shore of Vashon Island, in the west central part of King County. It was named by the Wilkes Expedition, 1841, in honor of Artimeus W. Beals, Captain of the Hold, in one of the ships. Many other petty officers were similarly honored in that vicinity. See Quartermaster Harbor.

POINT BOLIN, in the northern part of Port Orchard, at the entrance to Agate Passage in the central part of Kitsap County. It

was named by the Wilkes Expedition, 1841, in honor of Jacob Bolin, Captain of the Forecastle in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

Point Brown; the north cape at the entrance to Grays Harbor, in the southwestern part of Grays Harbor County. It was named by Lieutenant Joseph Whidbey, of the *Daedalus,* part of the Vancouver expedition, in October, 1792, after Captain (later Rear Admiral) Brown of the British Navy. (Vancouver's *Voyage of Discovery Round the World,* second edition, Volume III., page 133.)

Point Carter, see Carter Point.

Point Caution, on the east shore of San Juan Island near Friday Harbor. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

Point Chehalis, the south cape at the entrance to Grays Harbor, in the southwestern part of Grays Harbor County. In October, 1792, Lieutenant Joseph Whidbey, while in the *Daedalus* of the Vancouver expedition, named the north cape after Captain Brown of the British Navy. At the same time he named this southern cape "Point Hanson" after Lieutenant Hanson who had commanded the *Daedalus.* (Vancouver's *Voyage of Discovery Round the World,* second edition, Volume III., page 133.) For a number of years this name persisted though sometimes spelled "Harrison." The Wilkes Expedition, 1841, charted it as "Chickeeles Point," one of the numerous spellings of Chehalis. (*Hydrography,* Volume XXIII., Atlas, chart 75.) Captain George Davidson discussed all these names in the Report of the United States Coast Survey for 1858, and said that the few settlers in the region called it "Point Armstrong." (*United States Public Documents,* Serial Number 1005.) The name was intended as an honor for Mr. Armstrong who owned a mill on the Chehalis River and who built on the point a house for Dr. Roundtree who intended to found a city and manufacture salt. (James G. Swan, *Northwest Coast,* page 253.) Since 1857, Point Chehalis, derived from the river and the Indian tribe of that name, has become established.

Point Colville, the southeast cape of Lopez Island, San Juan County. It was undoubtedly an honor for Andrew Colville, Governor in London of the Hudson's Bay Company. It was probably given by Captain Henry Kellett of the British Navy in 1847. It was mentioned in the United States Coast Survey Report for 1854. (*United States Public Documents,* Serial Number 784.) It appears on the

British Admiralty Chart 2689, Richards, 1858-1859. See Colville and Colville Island.

Point Cooper, the cape dividing Budd Inlet from Eld Inlet, in the north central part of Thurston County. Eld Inlet is locally known as "Mud Bay" and this cape is known as "Mud Bay Spit." The official name was given by the Wilkes Expedition, 1841, in honor of John Cooper, Armorer on one of the ships. (*Hydrography*, Volume XXIII., Atlas, chart 79.)

Point Crowlie, the southeast point at the entrance to Annas Bay, at the head of Hood Canal. It was named by the Wilkes Expedition, 1841, evidently in honor of Charles E. Crowley, Lieutenant in the United States Navy, mentioned for gallantry in the Battle of New Orleans.

Point Cummings, on the west shore of Hood Canal, named in honor of W. H. Cummings, Boatswain's Mate in one of the ships. (*Hydrgraphy*, Volume XXIII., Atlas, chart 78.)

Point Dalco, at the southwest shore of Vashon Island, in the southwestern part of King County. The charts of the Wilkes Expedition, 1841, do not show the name though it is credited to that source by the United States Coast Survey Report for 1858. (*United States Public Documents*, Serial Number 1005, page 448.)

Point Defiance, in the northwestern part of Pierce County and now embraced in a park of the City of Tacoma. It lies at the boundary between Admiralty Inlet and the original Puget Sound. It was named by the Wilkes Expedition, 1841, and is frequently referred to in the official publications. In 1849, Commodore Wilkes published a book, *Western America*, in which is found the following: "This narrow pass [The Narrows] seems as if intended by nature to afford every means for the defense of Puget's Sound, * * * the only entrance to which is through the narrows, which, if strongly fortified, would bid defiance to any attack and guard its entrance against any force." (*Western America*, page 81.) See also Commencement Bay and The Narrows.

Point Demock, on the northwestern shore of Camano Island, in Island County. It was named by the Wilkes Expedition, 1841, in honor of John Demock, Captain of the Top in one of the ships. (*Hydrography*, Volume XXIII., Atlas, chart 77.)

Point Disney, the southern point of Waldron Island in the the northern part of San Juan County. It was named by the Wilkes Expedition, 1841, in honor of Solomon Disney, Sailmaker's Mate in one of the ships. (*Hydrography*, Volume XXIII., Atlas, chart 77.)

POINT DOUGAL, see Dougall Point.

POINT DOUGHTY, the northwest cape of Orcas Island, San Juan County. It was named by the Wilkes Expedition, 1841, in honor of John Doughty, Captain of the Top in one of the ships. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

POINT EDMUND, just south of Edmonds, in the southwestern part of Snohomish County. The spelling on maps has often been "Edwards." The Wilkes Expedition, 1841, has left no evidence as to the one honored by the name.

POINT ELLICE, within the mouth of the Columbia River, east of Baker Bay, in the southern part of Pacific County. The Lewis and Clark Expedition, 1803-1806, camped on the lee side of the point and Sergeant Patrick Gass thought it should be called "Blustry Point." (Twaites' Edition of the Journal, Volume III., page 215.) The name was bestowed by the North West Company in honor of Edward Ellice, agent of the company in London, who, with William McGillivray, brought about the union of the Northwest and the Hudson's Bay Companies in 1821. David Douglas on April 11, 1825, recorded it as "Point Ellis." (*Journal, 1823-1827,* page 56.) That error was repeated by Belcher in 1839, but on May 1, 1833, Dr. William Fraser Tolmie wrote: "At 10 boarded by a party of Chenooks off Point Ellice." (*Washington Historical Quarterly,* Volume III., page 231.) The Wilkes Expedition, 1841, also used the correct name. (*Hydrography,* Volume XXIII., Atlas, chart 68.)

POINT ELLIOTT, south of Everett, in the west central part of Snohomish County. The treaty in which the Indians ceded the lands from Seattle to the British line to the United States was signed on January 22, 1855, and became known as the Point Elliott Treaty. Since then the town of Mukilteo has arisen on the point and displaced the old name. Point Elliott was named by the Wilkes Expedition, 1841, probably in honor of Samuel Elliott, Midshipman on one of the ships. (*Hydrography,* Volume XXIII., Atlas, chart 78.) See also Mukilteo.

POINT FOSDICK, opposite Fox Island, at the northeastern entrance to Hale Passage, in the west central part of Pierce County. It was named by the Wilkes Expedition, 1841, in honor of Stephen Fosdick, Gunner's Mate on one of the ships. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT FRANCES, the southwestern cape of Bellingham Bay; Whatcom County. In 1792, Captain George Vancouver named it

Point Francis but left no evidence as to whom he thus honored. (Meany's *Vancouver's Discovery of Puget Sound*, page 209, note.) The changed spelling appears on recent charts of the United States and Geodetic Survey.

Point Gibson, see Gibson Point.

Point Glover, south of Bainbridge Island, within the entrance to Port Orchard, in the east central part of Kitsap County. It was named by the Wilkes Expedition, 1841, in honor of John Glover, Captain of the Top in one of the ships. (*Hydrography* Volume XXIII., Atlas, chart 78.)

Point Gorden, see Restoration Point.

Point Grenville, jutting into the Pacific Ocean, in the west central part of Grays Harbor County. It was named by Captain George Vancouver on April 28, 1792, in honor of Lord William Wyndham Grenville, who was raised to the peerage just before Vancouver sailed on his memorable voyage. (Meany's *Vancouver's Discovery of Puget Sound*, page 64, note.) On some maps the name has appeared as "Greenville" or "Granville." The Spaniards had given the point different names. Bruno Heceta, in 1775, called it *Punta de los Martires* or "Point of the Martyrs" on account of an attack from Indians. See Destruction Island. In 1792, Galliano and Valdes, in the *Sutil y Mexicana*, called it *Punta de la Bastida* or "Point of the Bastion," on account of its fort-like appearance. (J. G. Kohl in *Pacific Railroad Reports*, Volume XII., Part I., page 265.)

Point Hammond, the northeast extremity of Waldron Island, San Juan County, named by the Wilkes Expedition, 1841, in honor of Henry Hammond, Quartermaster on one of the ships. (*Hydrography*, Volume XXIII., Atlas, chart 77.)

Point Hancock, see Cape Disappointment.

Point Hannon, the eastern extremity of Hood Head, in the northwestern part of Jefferson county. It was named by the Wilkes Expedition, 1841, but no evidence is available as to the one honored.

Point Hanson, see Point Chehalis.

Point Harmon, a name given to the point in Commencement Bay, where now stands the City of Tacoma. The name was an honor given by the Wilkes Expedition, 1841, to John Harmon, Captain of the Forecastle on one of the ships. (*Hydrography*, Volume XXIII., Atlas, chart 78.)

Point Harrison, see Point Chehalis.

Point Heyer, on the east shore of Vashon Island in the western part of King County, named by the Wilkes Expedition, 1841, in honor of Henry R. Heyer, Quartermaster on one of the ships. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

Point Hilcome, see Koitlah Point.

Point Hudson, the two capes of Port Townsend Bay, Jefferson County, were named by the Wilkes Expedition, 1841, in honor of Commanders William L. Hudson and Cadwalader Ringgold of the expedition. Point Hudson has retained its name but "Point Ringgold" has been changed to Vancouver's older name, Marrowstone Point.

Point Jefferson, at the north entrance to Port Madison, in the northwestern part of Kitsap County. The Wilkes Expedition, 1841, honored three former Presidents of the United States in one locality by naming Port Madison, Point Jefferson and Point Monroe at the south entrance to the bay. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

Point Julia, see Port Gamble.

Point Kanawi, see Basalt Point, and also Olele Point.

Point Komkomle, see Chinook Point.

Point Lawrence, the east cape of Orcas Island, San Juan County, named by the Wilkes Expedition, 1841, in honor of James Lawrence, famous hero in the United States Navy. (*Hydrography,* Atlas, chart 77.) See also Guemes Island and Oak Bay, where attempts were made to further honor the same hero.

Point Leadbetter, see Leadbetter Point.

Point Leavett, see Bush Point.

Point Lewis, see Cape Shoalwater, and also North Head.

Point Lloyd, see Upright Head.

Point Lowell, the southwestern cape of Camano Island, opposite Holmes Harbor, Island County. It was named by the Wilkes Expedition, 1841, in honor of James Lowell, Captain of the Forecastle in one of the ships. (*Hydrography,* Atlas, charts 77 and 78.)

Point Migley, the north cape of Lummi Island, in the southwestern part of Whatcom County. It was named in honor of William Migley, Quarter Gunner on one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

Point Mill, in Port Discovery, Jefferson County, where S. L. Mastick built the Port Discovery Mill in 1858. It should not be spelled "Nill." (Postmaster at Port Discovery, in *Names MSS.*

Letter 253.) The United States Coast and Geodetic Survey Chart 6450 shows it "Point Nill."

Point Monroe, the southern cape of Port Madison, Kitsap County, named by the Wilkes Expedition, 1841, as one of three honors conferred in the same locality upon former Presidents of the United States. See also Point Jefferson and Port Madison.

Point Moody, see Johnson Point.

Point New, on the east shore of North Bay, six miles west of Hoquiam, Grays Harbor County. It was named in October, 1792, by Lieutenant Joseph Whidbey of the Vancouver Expedition, who says it was named "after the master of the store ship." (Vancouver's *Voyage of Discovery Round the World,* second edition, Volume III, page 135.)

Point Nill, see Point Mill.

Point No Point, at the northeastern extremity of Kitsap County, named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII, Atlas, chart 78.) Commander Wilkes seems to have been disappointed as he drew near the point and by naming it as he did perpetrated what has since been deemed as a sort of geographical joke. An efficient lighthouse has given added importance to the point. Governor Isaac I. Stevens, in making a treaty with the Clallam tribe, cited the place at "Hahdskus, or Point No Point, Suquamish Head." Edward S. Curtis says the Indian name for the place is *Hadsks,* meaning "Long nose." (*North American Indian,* Volume IX., page 98.) Captain George Davidson in 1858 recorded the Indian name as *Hahd-skus.* (*United States Public Documents,* Serial Number 1005.)

Point Partridge, the west central cape of Whidbey Island, in Island County, named by Captain George Vancouver on June 6, 1792. It has long been supposed that the name came from seeing grouse or pheasants. (Meany's *Vancouver's Discovery of Puget Sound,* page 173, note.) More recent researches have revealed the fact that Captain Vancouver's brother John had married into an English family by the name of Partridge and that the honor of this important name was intended for that family. Captain Vancouver died in 1798, before his great journal was published and the dedication was written by John Vancouver. An earlier Spanish name for the point did not survive. Manuel Quimper in 1790 had charted it "Punta de Mendez." (*United States Public Documents,* Serial Number 1557.)

POINT PINER, the southern cape of Maury Island in southwestern part of King County, named by the Wilkes Expedition, 1841, in honor of Thomas Piner, Quartermaster in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT POLNELL, east cape of Crescent Harbor, Whidbey Island, in Island County. It was named by the Wilkes Expedition, 1841, in honor of John Polnell, Quarter Gunner in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

POINT PULLY, a cape on the mainland east of Vashon Island and between Fauntleroy Cove and Des Moines, locally known as "Three Tree Point." It was named by the Wilkes Expedition, 1841, in honor of Robert Pully, Quartermaster in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT RESTORATION, see Restoration Point.

POINT RICHMOND, on the mainland west of Vashon Island in the northwestern part of Pierce County. It was named by the Wilkes Expedition, 1841, in honor of William Richmond, Boatswain's Mate in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT RINGGOLD, see Marrowstone Point.

POINT ROBERTS, two such names appear in the geographic history of Washington. One has been supplanted by the name of Alki Point, now within the limits of Seattle. That point was charted as "Point Roberts" by the Wilkes Expedition, 1841, in honor of Humphrey Roberts, Armorer in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.) See Alki Point. The other is an older name, given by Captain George Vancouver on June 12, 1792, "after my esteemed friend and predecessor in the *Discovery.*" That entry points directly to Captain Henry Roberts of the British Navy. (Meany's *Vancouver's Discovery of Puget Sound,* page 182 and note.) Its location gives it peculiar prominence, lying at the end of a peninsula across which runs the international boundary. The point thus becomes the northwestern extremity of Whatcom County. The point attracted the attention of the Spanish explorers. Captain Eliza, in 1791, thought it an island and called it "Isla de Zepeda" and Captains Galliano and Valdes, in 1792, called it "Punta Cepeda." One other form of the Spanish word was "Cesseda." (*United States Public Documents,* Serial Number 1557, charts K. and L. and *Pacific Railroad Reports,* Volume XII., Part I, chapter XV., page 305.)

POINT ROBINSON, see Robinson Point.

Point Salsbury, see Salsbury Point.

Point Sandford, on the west shore of Vashon Island, in the southwestern part of King County, named by the Wilkes Expedition, 1841, in honor of Thomas Sandford, Quartermaster on one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

Point Sares, see Langley Point.

Point Scabock, see Seabeck.

Point Southworth, on the mainland, opposite the north end of Vashon Island, in the southeastern part of Kitsap County, named by the Wilkes Expedition, 1841, in honor of Edward Southworth, Quartermaster in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

Point Tala, at the east entrance to Port Ludlow, in the northeastern part of Jefferson County. It was named by the Wilkes Expedition, 1841, with no evidence being left as to the meaning or origin of the name. . (*Hydrography,* Volume XXIII, Atlas, chart 78.)

Point Termination, at the northwestern entrance to Hood Canal, near Suquamish Harbor, in the northwestern part of Jefferson County, named for its location by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, charts 78 and 84.)

Point Thompson, the northern cape of Orcas Island, San Juan County, named by the Wilkes Expedition, 1841, in honor of Matthew Thompson, Captain of the Top in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 77.)

Point Totten, see Port Gamble.

Point Treble, the western cape of Anderson Island, in the western part of Pierce County, named by the Wilkes Expedition, 1841, for George Treble, a seaman in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.) An attempt was made to change this name to "Richard Point," probably as an honor for Fleetwood J. Richards, Lieutenant of Marines on the British frigate *Fisgard,* which was in Puget Sound prior to the treaty of 1846. (British Admiralty Chart 1947, Inskip, 1846.)

Point Turner, at the entrance to Port Washington Narrows, where stands the present City of Bremerton, Kitsap County. It was named by the Wilkes Expedition, 1841, in honor of Henry Turner, Captain of the Forecastle in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT VANCOUVER, on the Columbia River in the southeastern corner of Clarke County, named by Lieutenant W. R. Broughton, October 30, 1792, in honor of Captain George Vancouver, under whom he was then serving. (Vancouver's *Voyage of Discovery Round the World,* second edition, Volume III, page 107.) Local confusion of locality was cleared up on October 30, 1916, by T. C. Elliott, who identified this point with the locally known Cottonwood Point. (*The Quarterly of the Oregon Historical Society,* Volume XVIII, pages 73-82.)

POINT VASHON, the north cape of Vashon Island, in the western part of King County, named from the island by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT WELLS, on the east shore of Admiralty Inlet in the southeastern corner of Snohomish County, named by the Wilkes Expedition, 1841, in honor of William Wells, Yeoman in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT WHITE, southwest extremity of Bainbridge Island, Kitsap County, named by the Wilkes Expedition, 1841, in honor of James White, Captain of the Forecastle in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT WHITEHORN, see Whitehorn Point.

POINT WILLIAM, at the southern entrance to Bellingham Bay, near Samish, in the northwestern part of Skagit County, named on June 23, 1792, in honor of Sir William Bellingham. (Meany's *Vancouver's Discovery of Puget Sound,* page 209.) See Bellingham. It had been named "Punta de Solane" by the Spanish explorer Eliza. (J. G. Kohl in *Pacific Railroad Reports,* Volume XII., Part I., chapter XV., page 302.)

POINT WILLIAMS, north of Fauntleroy Cove, in the western part of King County, named by the Wilkes Expedition, 1841, in honor of Samuel Williams, Gunner's Mate in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

POINT WILSON, at Port Townsend, in the northeastern extremity of Jefferson County, named by Captain George Vancouver on June 6, 1792, who wrote: "After my much esteemed friend Captain George Wilson of the navy." (*Voyage of Discovery Round the World,* second edition, Volume II., page 174.) The Indian names were *Kam-kam-ho* in the Chimacum language and *Kam-kum* in the Clallam. (J. A. Costello: *The Siwash,* Seattle 1895.)

Point Wilson, a second point with this name is located on the southeast shore of Hartstene Island, in the southeastern part of Mason County. It was named by the Wilkes Expedition, 1841, in honor of Thomas Wilson, Sailmaker's Mate in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 79.)

Polly, see Felida.

Pomeroy, county seat of Garfield County. Joseph M. Pomeroy, born in Ashtabula, Ohio, on March 20, 1830, migrated to Illinois in 1850, to Oregon in 1852 and to Washington in 1863. He had charge of a stage station and ranch at what is now Dayton, and on December 8, 1864, purchased from Walter Sunderland the ranch on which he platted the town of Pomeroy on May 28, 1878. (*History of Southeastern Washington,* pages 500-501, 533.)

Pomona, a station on the Northern Pacific Railway seven miles north of Yakima in Yakima County. In 1916 Edmund T. Stevens, operator, wrote that as passengers, freight and express intended for Selah, also known as Wenas, were landed at this new station of Selah, he suggested as a new name that of the Roman Goddess of Fruit Trees, which was done on November 22, 1908. (In *Names MSS.* Letter 289.)

Porpoise Rocks, off the southeast shore of Guemes Island in the northwestern part of Skagit County. They were named by the Wilkes Expedition, 1841, probably after the brig of that name in the squadron. (*Hydrography,* Volume XXIII., Atlas, chart 92.) The names have been changed to Dot, Huckleberry and Saddlebag Islands.

Port Angeles, county seat of Clallam County. The name originated with the Spaniards in 1791, Captain Francisco Eliza named the peculiar harbor "Porto de Nuestra Senora de los Angeles;" in 1792, Captains Galliano and Valdes contracted it to "Porto de los Angeles." Captain Vancouver shortened it still further in 1792 and gave the form now in use. In 1852, the United States Coast Survey charted it as "False Dungeness" from its resemblance to New Dungeness nearby. The long sandspit which makes the harbor is called Ediz Hook, probably from *Yennis,* Clallam Indian word, meaning "good place." See Ediz Hook.

Port Blakely, see Blakely.

Port Columbia, a postoffice on the Columbia River in the northwestern part of Douglas County, named by a Chicago salesman who enjoyed his vacation there in 1888. (Postmaster at Port Columbia, in *Names MSS.* Letter 565.)

POINT WILSON, a second point with this name is located on the southeast shore of Hartstene Island, in the southeastern part of Mason County. It was named by the Wilkes Expedition, 1841, in honor of Thomas Wilson, Sailmaker's Mate in one of the crews. (*Hydrography*, Volume XXIII., Atlas, chart 79.)

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PORT BLAKELY, see Blakely.

PORT COLUMBIA, a postoffice on the Columbia River in the northwestern part of Douglas County, named by a Chicago railman who enjoyed his vacation there in 1888. (Postmaster at Port Columbia, in *Names MSS.* Letter 505.)

PORT DISCOVERY, near Port Townsend in the northeastern part of Jefferson County, named by Captain George Vancouver on May 2, 1792, after his ship. (*Voyage of Discovery Round the World,* second edition, Volume II., page 66.) The Spaniards sought to honor one of their heroes. Manual Quimper in 1790 charted the harbor as "Porto de la Bodega y Cuadra," which was cut down by Captain Eliza in 1791 to "Porto de Quadra." (Charts reproduced in *United States Public Documents,* Serial Number 1557.) The Indian names of the place are given as *Skwa-kwe-i* in the Clallam language and *Kui-la-tsu-ko* in the Chimacum language. (J. A. Costello: *The Siwash,* Seattle, 1895.)

PORT GAMBLE, a harbor and town near the entrance to Hood Canal in the northeastern part of Kitsap County. It was named by the Wilkes Expedition, 1841, in honor of Lieutenant Robert Gamble, who was wounded by the bursting of the bow gun on the United States frigate *President* during his famous battle with the *Belvidere* on June 23, 1812. Wilkes also named the capes at the entrance to the bay Point Totten and Point Julia. (*Hydrography,* Volume XXIII., Atlas, chart 83.) The Totten name was in honor of Passed Midshipman George M. Totten in one of the crews. The name is now displaced by that of the town of Port Gamble. There is no evidence as to the origin of the name Point Julia. The United States Coast and Geodetic Survey Chart 6450 shows at that place "Indian Village." At the present site of Port Gamble, Josiah P. Keller founded a village in the fall of 1853 and called it "Teekalet." (H. H. Bancroft: *Works,* Volume XXXI., page 18, note.) The name "Teekalet" was used on many early maps. Rev. Myron Eells says the Indian word means "brightness of the noon-day sun," because the sun at noon shines with peculiar splendor on the sands of the bay. (In *American Anthropologist,* January, 1892.) In 1857, Judge James G. Swan said: "There are now about thirty-seven saw-mills in the Territory, the largest of which is that of Pope, Talbot & Co., under charge of Captain J. P. Keller at Teekalet (Port Gamble) on Hood's Canal." (*Northwest Coast,* page 399.) His use of parentheses shows the change toward the name of Port Gamble.

PORT GARDNER, what is now Saratoga Passage and including also part of Everett Harbor, in the western part of Snohomish County, was named Port Gardner by Vancouver on June 4, 1792, in honor of Vice Admiral, Sir Alan Gardner of the British Navy. (*Voyage of Discovery Round the World,* second edition, Volume II., page 170.) To the southern cape of Camano Island he gave

the name of Point Alan in honor of the same man. See Allen Point, Everett and Port Susan.

Port Hadlock, see Hadlock.

Port Lawrence, see Oak Bay and also Guemes Island.

Port Ludlow, a town near the entrance to Hood Canal in the northeastern part of Jefferson County, named by the Wilkes Expedition, 1841, in honor of Lieutenant Augustus C. Ludlow, of the United States Navy, who was killed on the *Chesapeake* in her famous duel with the *Shannon.* (J. G. Kohl in *Pacific Railroad Reports,* Volume XII., Part I, chapter xv., page 283.) The Indian names are given as *Sna-nul-kwo* in the Chimacum language and *Dos-la-latl* in the Twana or Skokomish language. (J. A. Costello: *The Siwash,* Seattle, 1895.)

Port Madison, a bay, town and Indian reservation on the north end of Bainbridge Island, in the northeastern part of Kitsap County. It was named by the Wilkes Expedition, 1841, in honor of the former President of the United States. The bay was surveyed and named on May 10, 1841. (*Narrative,* Volume IV., page 304.) Two other Presidents were honored in the same vicinity. See Point Jefferson and Point Monroe. Governor Stevens in the treaty of January 22, 1855, records the Indian name of the place at *Noo-sohk-um.* John Work, of the Hudson's Bay Company, had on November 8, 1824, recorded the name as "Soquamis Bay." (*Washington Historical Quarterly,* July 1912, page 213 and note by T. C. Elliott.) This last name is that of the Suquamish tribe, whose Chief, Seattle, had his principal home there. That home was a large communal house and this, in turn, gave rise to a local pioneer name for the place, "Oleman House."

Port Nunez Gaona, see Neah Bay.

Port Orchard, the county seat of Kitsap County, takes its name from the inlet, on the opposite shore of which is located the Navy Yard Puget Sound. It was named on May 24, 1792, by Captain Vancouver in honor of H. M. Orchard, Clerk of the *Discovery,* who while walking on the beach had found that the supposed cove was really an extensive inlet. (Meany's *Vancouver's Discovery of Puget Sound,* pages 134-135, and note.) The Wilkes Expedition, 1841, surveyed the harbor and honored members of the crews by giving their names to subdivisions of the harbor and to points along the shores. Many of these names have remained. See Sinclair Inlet, Dye's Inlet, Ostrich Bay, Point Glover, Point White, and Point Turner. The Indian name of Port Orchard is given as *Ter-*

cha-bus in the Duwamish language. (J. A. Costello: *The Siwash,* Seattle, 1895.)

PORT QUADRA, see Port Discovery.

PORT SUSAN, the waterway between Camano Island and the mainland, forming part of the boundary between Snohomish and Island Counties. On June 4, 1792, it was named by Captain Vancouver in honor of Lady Gardner. (Meany's *Vancouver's Discovery of Puget Sound,* pages 167-171.) As to further honors for the same family, see Allen Point and Port Gardner.

PORT TOWNSEND, the county seat of Jefferson County and the extensive bay on which it is located, named by Captain Vancouver on May 8, 1792, who wrote: "in honor of the noble Marquis of that name." (*Voyage of Discovery Round the World,* second edition, Volume II., page 76.) The "h" in the original name of Townshend was dropped by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, charts 77, 78 and 82.) It was restored on the British Admiralty Chart 1911, Kellett, 1847. Four years later an American settlement by A. A. Plummer, Charles C. Bachelder, L. B. Hastings and W. F. Pettygrove named their town "after the bay on which it was situated, Port Townsend." (H. H. Bancroft: *Works,* Volume XXXI., pages 19-20.) Since then American maps and writings have omitted the "h." Theodore Winthrop in 1853 mentioned "Kahtai, Port Townsend," thus indicating an Indian name for the place. (*The Canoe and the Saddle,* Williams edition, page 4.) J. A. Costello says that in the Clallam language the name is *Ka-tal* and, in the Chimacum language, *Tsutlat-u-kwat.* (*The Siwash,* Seattle, 1895.) The pet name of Port Townsend is "Key City." (Lewis and Dryden's *Marine History of the Pacific Northwest,* page 84.)

PORT WILLIAMS, a town on the coast southeast of Dungeness, in the northeastern part of Clallam County, named for a contractor who began the settlement. (J. M. Ward, in *Names MSS.* Letter 206.)

PORTAGE, the connecting strip between Vashon Island and the peninsula, wrongly called Maury's Island, in the southwestern part of King County. (George Davidson: *Pacific Coast Pilot,* page 613.) Many differences between north and south tribes of Indians were settled there. When white settlers came they easily transported small boats over the low strip of land which gave rise to the name of Portage. (Charles F. Van Olinda, in *Names MSS.* Letter 440.)

Portage Bay, the northeastern arm of Lake Union, Seattle, It was named by the Port Commission because in pioneer days coal trains were portaged over the narrow land from Lake Washington to Lake Union. See items under Lake Union, Lake Washington and Lake Washington Canal.

Porter, a creek and town in the southeastern part of Grays Harbor County, both named in honor of Fairchild Porter, who settled there about 1860. (Postmaster at Porter, in *Names MSS.* Letter 183.)

Possession Point, the southeastern extremity of Whidbey Island, at the entrance to Possession Sound, which indicates the source of the name on the United States Coast and Geodetic Survey Chart 6450. Locally it is known as Skagit Head. (*Pacific Coast Pilot,* page 597.) This gives rise to confusion with Scatchet Head.

Possession Sound, waterway between the southeastern shore of Whidbey Island and the mainland and constituting most of the Harbor of Everett, Snohomish County. The name was given on June 4, 1792, by Captain Vancouver, who there celebrated the birthday of George III., took possession and called the country New Georgia. (Meany's *Vancouver's Discovery of Puget Sound,* pages 167-171.) The Daughters of the American Revolution have commemorated this historic event by placing a bronze tablet in Everett. See Port Gardner, Port Susan and Everett.

Potlatch, a town on the southwest shore of Hood Canal, in the central part of Mason County. The name is from the Chinook Jargon and means "to give." In primitive times it meant giving all, by which men achieved greatness. Livingston Farrand has called the potlatch a sort of aboriginal savings bank, as an Indian who "made potlatch" could expect good will and favors from all who partook of it, and also a sort of clearing house or public debt-paying device. (*Basis of American History,* pages 113-114.)

Poulsbo, a town at the head of Liberty Bay, in the north central part of Kitsap County. It was first settled by Norwegians, the family of Jargen Eliason being first, in September, 1883. The next was I. B. Moe, who was the first signer of a petition for a postoffice. He suggested Poulsbo for the name in honor of a small place near his home in Norway. (E. J. Eliason, in *Names MSS.* Letter 570.)

Poverty Cove, see Neah Bay.

[*To be Continued.*]

DOCUMENTS

The Nisqually Journal

[*Continued from Vol XII, Page 70.*]

[September, 1850]

[Ms. Page 11]

Friday 13th. Fine. Chaulifoux[356] finished cart, and [h]as commenced another of the same sort. Edwards[357] and Young[358] at the Hides. Trudelle[359] making Pins for Pin[nin]g down Hides. Hore at work in slaughter house making Tallow, &c. C. Ross[360] & Indian gang out cuting a small patch of barley in the American Plain.[361]

Saturday 14th. Fine. Chalifoux at cart. Hore[362], Edwards, Young, Trudelle & Jollibois[363] at work on the Hides. Mr. Ross and gang finished cutting barley in A[merican] P[lai]n. Mr. Roberts[364], from Cowlitz[365], here today, [h]as come for his little child[366], who [h]as been here some time, under the care of Mrs. Tolmie.[367]

Sunday 15th. Dull. Dr. Tolmie[368] accompanied by Mr. Finlayson[369] rode out to Muck[370] to see J[oh]n McPhail[371] who is very ill with Rhumatism.

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356 Baptiste Chaulifoux, a servant.

357 A servant.

358 A servant.

359 A servant.

360 Charles Ross, a servant.

361 A plain, situated north of the present fort, the former residence of Reverend J. P. Richmond. This is the "Mission Plain" of Wilkes. Adjacent was the Canadian Plain, so called from the fact that the Red River immigrants of 1841 took up their abode there. Both names are now obsolete but "American Lake" adjoining the first-mentioned plain derives its name therefrom.

362 A servant.

363 A servant.

364 George B. Roberts, agent for the Puget's Sound Agricultural Co. at the Cowlitz Farm.

365 The Cowlitz Farm was the second largest post maintained by the Puget's Sound Agricultural Co. It was situated on the Cowlitz River in townships 11 and 12 north, range 1, west of the Willamette meridian. At its height it comprised some 1200 acres, fenced in, eleven barns, and a mill.

366 See this *Quarterly*, vol. xi, no. 4 (October, 1920), p. 296.

367 Mrs. William Fraser Tolmie, wife of Dr. Tolmie, and daughter of Chief Factor John Work.

368 Dr. William Fraser Tolmie, Chief Trader for the Hudson's Bay Co. and superintendent of the Puget's Sound Agricultural Co.

369 Chief Factor Roderick Finlayson, in charge of Fort Victoria.

370 A farmsite and herdsman's station maintained by the Company near the present town of Roy, Pierce Co.

371 John McPhail, a shepherd.

Monday 16th. Fine. Chaulifoux at cart. Young & Jollibois at work cleaning hides. C. Ross with Indian gang grubbing in swamp, the man Trudelle on leave of absence for one week to go to the Cowlitz. T. Linklater[372] is today wanting boys for herds, three of his boys, having lately ran off. The Kanaka Cowie[373] one of the late runaways here today begging again to be taken into the employ of the Comp[an]y, the 2 Englishmen Edwards & Hore not at work today, they had by some means procured Spirits from Sharles [sic][374] (a settler in Squally[375] bottom) with which they made themselves intoxicated. This morning Mrs. Finlayson was safely delivered of a daughter, both are doing well. [Ms. Page 12.]

Tuesday 17th. Fine. Chalifoux jobbing about Fort. C. Ross and Gang grubbing in swamp. Edwards & Young at the Hides. Jollibois & Cowie (who is again taken into the employ of the Co[mpan]y) commenced reroofing with shingles the Store on beach.

Wednesday 18th. Fine. Chalifoux at work lengthening Table in large House. Jollibois, Cowie & Squally[376] roofing Store on beach. Young & Edwards changing flooring in loft above Shop. Hore & Rabasca[377] at the Hides which work will now soon be brought to a close. C. Ross & gang clearing in swamp. Mr. Roderick Finlayson left this morning to proceed back to Ft. Victoria.

Thursday 19th. Dull with strong breeze. Chaulifoux jobbing about Fort. Young & Edwards at the Hides. Hore making Tallow & cleaning out the large Vats in Slaughter house to receive the beef of which a great quantity will soon be killed for salting down. C. Ross & Gang tying up the barley in the A[merican] P[lain.] Jollibois, Cowie &c at Store on beach. Dr. Tolmie rode out to see J[ohn] McPhail who is still very bad.

Friday 20th. Much rain. Chalifoux, Jollibois & Cowie as yesterday. Edwards & Young threshing oats and other ways usefully employed. Hore at work in Slaughter House. C. Ross & Indian Gang variously employed, two ploughs at work today Jack[378] & S. Hatal.[379] [Ms. Page 13.]

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372 Thomas Linklater, a shepherd, since October 6, 1849, in charge of the post at Tinalquot.

373 A servant. The term "Kanaka" refers to a native of the Sandwich or Hawaiian islands.

374 Identity not ascertained. The known settlers in the vicinity were Charles Wren, Luther M. Collins, James McAllister, and a Mr. Carter.

375 Nisqually.

376 An Indian employee.

377 A servant.

378 Cowlitz Jack, an Indian employee.

379 An employee, possibly a native of Hawaii.

Saturday 21st. Fine. Work the same as yesterday. Indian gang expected, who where [sic] employed sweeping out Fort.

Sunday 22d. Showery. Dr. Tolmie started this morning for Newmarket[380] p[e]r Canoe. I myself rode out to see J[ohn] McPhail, who is still very bad, he is to be brought to the Fort this week.

Monday 23d. Dull. Chaulifoux jobbing about Fort. Edwards, Hore & C. Ross with Indian Gang grubbing in swamp. Jollibois, Trudelle, Cowie & Indians Squally & Mousa Mous[382] reroofing Store on beach. Dr. Tolmie returned from Newmarket this Evening. A pretty brisk trade in Sale Shop to day principally from Cowlitz Indians of which a great number have arrived here to celebrate an Indians wedding.

Tuesday 24th. Fine. Edwards, with Indians finishing off hides, which work, if the weather lasts, will be finished in less than 2 days. Young boiling Tobacco for washing sheep, the remaining hands employed as yesterday. Dr. Tolmie rode out Muck.

Wednesday 25th. Fine. Work same as yesterday. Young reinstated in Slaughter house in place of Hore, the man Young being more suitable for the place than Hore. T. Linklater in to day. [Ms. Page 14.]

Thursday 26th. Fine. Chaulifoux at New Granary. Edwards & Hore finished cleaning Hides. Young melting fat, &c. C. Ross, with Indians, off to Newmarket with a load of wheat to get ground at the mill there. Jollibois & Cowie making a fence along the woods at the old Fort[383] to facilitate the operation of driving cattle down to the beach for shipment.

Friday 27th. Fine. Chaulifoux making good ox waggon which is shortly to make a trip to Tinalquot.[384] Edwards commenced sowing wheat in the late Potatoe field to the left of the road toward American Plain. Hore with the Indian gang turning over ground in swamp, the man Young off work on account of sickness.

Saturday 28th. Dull. Chaulifoux at ox carts. Jollibois & Cowie fencing road down to beach. Edwards finished sowing the above mentioned piece, 5 bushel is the quantity sown. Hore with wowmen

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380 A former name of Tumwater, Thurston Co.

381 Edward Huggins, clerk.

382 An interpolater has written above his name the words "Moos-Moos" which in the Chinook Jargon mean "buffalo" or "horned cattle."

383 Old Fort Nisqually, built in 1833 by Archibald McDonald, was ill situated for commerce or agriculture. According to the journal entries of the time the Company had not definitely determined upon the Nisqually Plains as a theatre for operations, and the fort, located by Tolmie, was only a makeshift. As no change had been ordered it functioned until 1839, when it was taken over by the Puget's Sound Agricultural Co. Shortly afterwards, 1842-43, a new fort was built, on the present site, which was nearer to available fresh water and the plains. At the present time outlines of the old fort can be seen.

384 A company station and sheep ranch on a prairie of the same name in Thurston Co.

turning over ground in swamp. Young in Slaughter house at various jobs. C. Ross returned from Newmarket with 10 bags of Flour. The Indian Baptiste who was one of Mr. Finlayson's canoemen returned with letters from Victoria.

Sunday 29. Fine. [Ms. Page 15.]

Monday 30th. Fine. Jollibois, Trudelle, Hore & Cowie roofing store on beach. Edwards & Young forenoon dressing a band of sheep, afternoon Edwards & Indians cleaning in swamp. Young cleaning store. Indian Jack with Indians ploughing up and gathering potatoes. T. Linklater started to day with two ox carts loaded with supplies for his shepherds, he took with him also rations for himself for 4 months.

[October, 1850]

Tuesday 1st. Fine. Work as yesterday.

Wednesday 2d. Dull with light showers of rain. Jollibois, Hore & Cowie roofing store on beach. Trudelle mending horse collars. Edwards & Young various jobs about garden &c. G. Boroboaro[385] & Indian gang digging potatoes & turning ground in swamp, the Indians Jack and Rabasca ploughing up the late potatoe ground. Charles Ross whose term of servitude expired yesterday left to day and [h]as gone to reside with his brother John[386] at whose place his services are much needed.

Thursday 3d. Fine. Jollibois, Hore & Cowie as yesterday. Edwards & Indian Gang digging potatoes in swamp at which place the potatoes are pretty abundant, upwards of 74 Bushels dug today. Mr. W. Ross[387] & Glasgow[388] in to day. They have been for the last 2 days driving Cattle belonging to Glasgow, which Cattle he some time back bought of the Comp[an]y, and up to this time he has let them run loose with the Comp[an]ys Cattle. Messrs. Ross & Glasgow with his friends could get them no further than the banks of the Squally[389] river, at which place they abandoned them, it is now agreed that Glasgow is to get his Cattle from the Cowlitz Farm. [Ms. Page 16.]

Friday 4th. Work the same as yesterday. 140 Bushels of Potatoes up to date.

385 A servant.

386 John Ross, formerly a servant, but probably at this time farming on shares.

387 Walter Ross, clerk, resident since October 13, 1849, at Tlilthlow or Rossville, now a Company station near Steilacoom, formerly the homestead of Mr. Heath, deceased.

388 Thomas W. Glasgow, a settler of 1847, once a squatter on the Company's lands at the mouth of the Sequalitchew, and now surveyor of the port of Nisqually.

389 Nisqually river.

Saturday 5th. Fine. Jollibois, Trudelle, Hore & Cowie finished roofing the store on beach. Edwards & Indian Gang digging potatoes in swamp. Young cutting up & making Tallow day's work at Potatoes 50 Bushels.

Sunday 6th. Clear & Sunshine.

Monday 7th. Gloomy with showers of rain. The man Chaulifoux (who this last week [h]as had leave of absence) returned this day and [h]as resumed work jobbing about Fort. Jollibois repairing large Canoe. Hore, Trudelle & Cowie with Indians dressed a band of sheep this morning, afternon threshing barley. Edwards sow[e]d 1½ Bushels wheat this morning, rest of day with Indians digging potatoes & turning over soil in Swamp, two plougs at work by Indians Jack & Rabasca. A load of Mats, &c sent out to Mr. Ross who sent back 13 bushels of Kidney potatoes, grown at his place, they are to be kept for seed being rather a scarce sort. Work at Potatoes 50 Bushels.

Tuesday 8th. Weather as yesterday. Chaulifoux remaining hands at the potatoes, 80 bushels of which were taken up being not very abundant at the place they were working. Dr. Tolmie rode out to Steilacoom this afternoon. The Indian Cush arrived late this Evening from Victoria bringing letters from thence. [Ms. Page 17.]

Wednesday 9th. Fine & Clear. Chaulifoux jobbing about Fort. Jollibois making oars for large canoe. Dressed a band of sheep to day, remainder of day all hands (above mentioned excepted) at potatoe raising. Jack and Rabasca ploughing, days work at potatoes 54 Bushels, the sheep dressing having taken off a great many hands, thereby making the quantity small. Sent out rations for the shepherds in the plains.

Thursday 10th. Gloomy, with showers. Chaulifoux jobbing about Fort. Jollibois repairing large canoe, remaining hands at potatoes. A man of the name of "Godon," a halfbreed arrived here with "Cush" on Tuesday from Victoria, he says that he had leave from Mr. Douglas[390] to come here but we can not vouch for the truth of what he says, he is making Cabrasses[391] &c. days work at potatoes 47 Bushels.

Friday 11th. Chaulifoux & Jollibois as yesterday. Cowie with Squally and ox cart with a load of cedar bark off to Muck to finish the Potatoe house there. Hore & Tinphai[392] Threshing barley. Ed-

390 Chief Factor James Douglas, head of the department of the Columbia, his headquarters were at Fort Victoria.

391 A word whose meaning has not been ascertained. See this *Quarterly*, vol. xi, no. 4 (October, 1920), p. 300, note 321.

392 An Indian employee.

dwards & Trudelle with Indian gang digging potatoes. Jollibois preparing for the departure of Dr. Tolmie, Mrs. Tolmie & Mrs. Finlayson for Victoria, they will depart tomorrow weather permitting, days work at potatoes 39 Bushels. [Ms. Page 18.]

Saturday 12th. Much wind with showers of rain, this morning Dr. Tolmie accompanied by Mrs. Tolmie & Mrs. Finlayson left to proceed to Ft. Victoria, Jollibois forming one of crew of canoe, also Jacob a man form'ly in the employ of the Company, but deserted last year and went to California with the rest of the runaways, he [h]as returned thence as poor as he went and is now begging again to be taken into the service, he is now going to Victoria to try his luck there. Work the same as yesterday, 30 B[ushe]l potatoes up to day.

Sunday 13th. Squally with rain, the Brig "Orbit"[393] Captn. Fay[394] arrived at the landing this morning. Captn. Fay came up to see Mr. Forest[395] and if possible to make some arrangements as to taking a load of horses to Victoria, but our price p[er] horse ($7) not quite agreeing with his he wanting 12$ p[er] horse declined having anything to do with it.

Monday 14th. Very windy and wet. Chaulifoux preparing window for Mr. Forest's house. Trudelle & Tinphai putting up fence along road to beach. Edwards and Hore threshing barley in barn. Boroboro with Indian gang forenon assorting & afternoon digging potatoes. Jack & Rabasca ploughing in swamp. This afternoon arrived here Lieut[ena]nt Addison[396] from Astoria, Major Goldsbury[397] from New Market & Messrs. Sherman & Reed[398] from Oregon City[399], they will stop here this night. [Ms. Page 19.]

Tuesday 15th. Weather as yesterday. The Englishman Hore who arrived this year from England who [h]as of late been very disatisfied and gone very unwilling about his work, he this morning was no where to be found—it appears that last evening he left the Fort in Company with a man who is engaged on board the Brig. "Orbit" (now lying at the landing) taking with him his box of clothes &c. I myself went down this morning and assisted by Captn. Fay thoroughly searched the Brig, but we could find no clue as to his whereabouts, he is of not much loss to the Comp[an]y, being a

393 See this *Quarterly*, vol. xi, no. 2 (April, 1920), p. 141, note 174, for an account of the arrival of this vessel. Michael T. Simmons held the controlling interest.

394 Captain Robert C. Fay.

395 Charles Forrest, agent for the Puget's Sound Agricultural Co.

396 Lt. Addison, interested in the sale of the *Albion*.

397 Probably Hugh Allan Goldsboro.

398 Messrs. Sherman and Reed, seeking to buy the *Albion*.

399 Former capitol of Oregon.

worthless lazy fellow. This evening an express from England arrived here [Ms. illegible.] Steilacoom Mail—work the same as yesterday.

Wednesday 16th. Chaulifoux repairing Mr. Forrest's house, the remaining hands raising potatoes in Tyrrels[400] lake ploughed up by Indian Jack, there is a very fine crop there, upwards of 123 bushels up to day and most of them very large, rode out to Muck the new potatoe house there progressing favorably.

Thursday 17th. Weather agreeable. Work the same as yesterday, 140 Bushels Potatoes up to day. [Ms. Page 20.]

Friday 18th. Fine. Chaulifoux repearing Mr. Forrest's House. Finished raising potatoes in Tyrrels lake, 60 B[ushe]l up to day making in all from there 323 Bushel—there is some rumours abroad as to the likelihood of there being before long other claimants to Tyrrels lake, so Mr. Forrest thought it advisable to get it ploughed up and sown with wheat and thereby stop all claim to it (other) for this year. Jack and Rabasca ploughing the above ment[ione]d ground.

Saturday 19th. Gloomy. Chaulifoux jobbing about fort, remaining hands digging potatoes in garden. 54 Bushels up to day.

Sunday 20th. Fair & Agreeable.

Monday 21st. Squally with rain. Chaulifoux jobbing about Fort. Dressed a band of Ewes. Indian gang with Boroboro digging potatoes, days work at Potatoes 66 Bushel.

Tuesday 22d. Fair. Chaulifoux making step ladder to upper story of store. Jack with Indian women digging potatoes. two bands of sheep dressed to day. Lapoitrie[401] in to receive his order preparatory to his trip to Cowlitz whence he his [sic] going with Glasgow for his Cattle (Glasgows). 40 Bushels potatoes up to day. [Ms. Page 21.]

Wednesday 23d. Fine. Chaulifoux at various jobs about Fort. Boroboro with Indian women digging Potatoes, remaining hands dressed sheep of which two bands were washed to day. Ox cart from Tom's[402] in with a load of sheep skins.

Thursday 24th. Fine. Chaulifoux repairing harroes &c. Trudelle, Cowie & Squally fencing road down to Beach. remaining hands at the Potatoes which work will now soon be brought to a close.

Friday 25th. Fine. Chaulifoux jobbing about Fort. Trudelle, Cowie & Squally with the additional assistance of Boroboro same as

400 The present Long Lake, near Lacey, Thurston Co. In 1849 Freeman W. Tyrrell settled on the tract since known as Hawk's Prairie. See this *Quarterly*, vol. x, no. 3 (July, 1919), p. 211.

401 A servant.

402 Thomas Linklater's residence at Tinalquot.

yesterday. Washed a band of Ewes. Jack & Rabasca ploughing Potatoe ground. Gang finished Potatoes this morning 20 b[ushel] up. Grant Total 1400 Bushels.

Saturday 26th. Fine. Work same as yesterday. Indian gang sorting & drying Potatoes.

Sunday 27th. Fine. this evening Dr. & Mrs. Tolmie arrived from Victoria. Must expect Mr. Douglas here on his route to Vancouver some time this week.

Monday 28th. Fine. Chaulifoux with Gohome[403] out felling Cedar for making pickets for new fence around swamp. dressed a band of Ewes. Trudelle, Cowie & Boroboro fencing road to beach. Indian gang sorting Potatoes. Oxen off to Muck to assist at getting in the Potatoes at that place. [Ms. Page 22.]

Monday 28th. Cont[inue]d. this afternoon arrived Mr. de Shenie[404] from Vancouver with a small supply of goods. Mr. de S is to proceed to Ft. Victoria to finish out his time as clerk. Cottie[405] here also with a man named Bates[406] a runaway serv[an]t on their way to Victoria to seek employment there.

Tuesday 29th. Dull with slight showers rain. Chaulifoux as yesterday. Jollibois jobbing about Fort. Trudelle, Cowie, Boroboro & Squally as yesterday. Washed a band of Ewes. Indian gang employed picking & sorting Potatoes. Press[407] off to Cowlitz.

Wednesday 30th. Fine. Chaulifoux & Cowie assisted by Cootie & Bates making good canoe that is to take Mr. d Shenie to Victoria. Trudelle & Boroboro as yesterday. Edwards, Young & Indians morning threshing barley, afternoon dressing a band of rams of which some few are slightly attacked with scab. Indian gang discharged to day, will be paid off tomorrow.

Thursday 31st. Gloomy. Chaulifoux splitting rails. Trudelle, Cowie, Squally & Boroboro fencing road to beach. Tinphai, Bill & Slugomas[408] threshing i nbarn. Edwards sowing wheat 4½ bushels sown to day. Jack & De Shenie off to Victoria taking with him 6 rams for that place. [Ms. Page 23.]

[November, 1850]

Friday 1st. Changeable. An holiday for all hands all saints day a day of much holiness amongst Canadians.

403 An Indian employee.

404 Identity not ascertained.

405 See this *Quarterly*, vol. xi, no. 4 (October, 1920), pp. 295, 301. Cottie was formerly in the employ of Captain W. Colquhoun Grant of Vancouver Island.

406 Identity not ascertained.

407 Express.

408 A servant.

Saturday 2d. Frost this morning, clear all day. Chaulifoux & Gohome splitting rails. Trudelle, Jollibois, Cowie & Boroboro fencing road down to beach. I mysef assisted by Edwards and Young commenced taking an Inventory of goods in store. Kaphai [Tinphai] Slugomas & Cush threshing barley with flails. Indians at work Grubbing in swamp. Carts in from the Plains where they have finished digging and carting in Potatoes. There [h]as been pretty good crops all around in all about 3,000 Bushel.

Sunday 3d. Clear & Frosty.

Monday 4th. Fine. Chaulifoux splitting rails. Cowie, Trudelle & Boroboro fencing road to beach. Edwards & Young assisting at Inventory. Oxen employed fetching Clay and dragging Fire wood. Slugomas with two Indians digging Clay. Cush with remaining hands cleaning swamp. Tinphai off to the Plains; is to be replaced by Tapon.[409] Jollibois jobbing about Fort. [Ms. Page 24.]

Tuesday 5th. Weather Fine & Frosty. Work the same as yesterday, paid off the Indians who raised the plain Potatoes in all 34 hands.

Wednesday 6th. Showery. Chaulifoux splitting rails. Trudelle, Cowie & Boroboro fencing road to beach. Jollibois jobbing about Fort. Edwards & Young assisting at Inventory. Slugomas with Indians threshing & cleaning barley in barn. Indian gang employed grubbing in swamp. Napahay[410] in from Muck, is to stop here and look after Indian gang, &c. Mr. J. Todd[411] here to day, he is on his way to Victoria, there to join his father Mr. Todd[412] now a resident at Vancouvers Isl[an]d.

Thursday 7th. Fine. Work the same as yesterday. Dr. Tolmie accompanied by Mr. Todd rode out to Steilacoom. Lapoitrie returned from Cowlitz bringing with him a mail. a pretty good Trade in Sale Shop to day.

Friday 8th. Much rain. hands employed threshing wheat & Peas. Trudelle and Boroboro off to Newmarket to bring back p[er] Canoe a load of Flour assisted by Young. took an Inventory of store on beach. [Ms. Page 25.]

Saturday 9th. Fine. Chaulifoux at New Granary. Jollibois making a sett of shelves for large house. Edwards, Steilacoom & Cush threshing oats. idlers at work grubbing in swamp. 10½ Bushels of Peas Cleaned this day.

409 An Indian employee.
410 An Indian employee.
411 John Todd, a servant.
412 Chief Factor John Tod.

Sunday 10th. Fine all day. Windy with rain towards Night.

Monday 11th. Fair. Chaulifoux making good fencing around wheat Fields. Jollibois Jobbing about Fort. Trudelle, Cowie & Boroboro repairing large Canoe &c. Edwards sowing wheat 4 Bushels put in the ground to day. Tapon & Steilacoom[413] making a park to receive pigs which are shortly to be driven in from the plains to fatten for killing. Napahay with gang in swamp. a large band of Snoqualmies[414] up trading furs, mats, &c.

Tuesday 12. a white Frost this morning, cold all day. Work as yesterday.

Wednesday 13th. Frosty. Chaulifoux repairing fence. Trudelle & gang fencing road to beach. Edwards & Steilacoom grubbing in swamp. Napahay & gang clearing swamp. Mr. Ross in to day with a band of pigs which are to be fattened up for killing. they are in very fine order. a pretty good trade in Sale Shop to day by Soldiers from Steilacoom. [Ms. Page 26.]

Thursday 14th. Fine. Work as yesterday.

Friday 15th. A white Frost this morning. fine all day. Chaulifoux & Tapon Splitting rails. Trudelle, Cowie and Boroboro at Fence to Beach. Edwards, Steilacoom & Cush delving in Swamp. Gohome & Gang grubbing in same. Jack & Rabasca ploughing for wheat. one of the Pigs that were driven in on Wednesday killed to day weight when dressed 235 lbs. Oxen employed hauling Fire wood.

Saturday 16th. Fine. Work as yesterday. A young gentleman named Ogleby[415] arrived to day. he came across this year with the Brigade[416] from Canada and is now on his way to Victoria, also a man, by trade a Cooper, who is for the same place.

Sunday 19th. Fine. In the morning Mr. De Shenie & Mr. Ross arrived from Victoria bringing with them news of the sudden illlness of Govr. Blanchard[417] as also to request Dr. Tolmie's immediate attendance at Victoria, in accordance to which Dr. Tolmie accompanied by Mrs. Tolmie & Mr. Oglivie left forthwith to proceed to Victoria. Mr. De Shenies being disatisfied with Vancouver's Island (at which place he formerly had some idea of Settleing) is now on his way to his old place of residence at Fort Vancouver. [Ms. Page 27.]

413 An Indian employee.

414 The Snoqualmie or Snoqualmu, a Salish division on the upper branches of the river of the same name.

415 Ogleby.

416 An organized body of men engaged in transporting supplies, furs, etc. between the more distant posts.

417 Richard Blanchard, first governor of Vancouver Island.

Monday 18. Dull. Chaulifoux & Tapon at the Pickets for fence around swamp. Trudelle & Cowie finishing fence at beach. Edwards and Indians Delving in swamp. Gohome & Collin grubbing in same. Oxen employed hauling rails. Jollibois preparing for new garden Fence. Boroboro Sick. Arrived today Dr. Haden[418] of Steilacoom accompanied by Judge Strong[419], Marshall Meek[420] and Messrs. Simmons[421] & ——— Strong, brother to before mentioned Ju[dg]e Strong. Mr. Meek was anxious for me to give him a Census or an entire Valuation of the Property of the Hudson's Bay & Puget's Sound Comp[anie]s at this place, but not being in my power to give him the required information I requested him to let it stand off—till the return of Dr. Tolmie from Victoria.

Tuesday 19th. Gloomy with rain toward night. Work the same as yesterday. De Shenie started this morning for Fort Vancouver.

Wednesday 20th. Showery. Chaulifoux preparing sledge for hauling rails. remaining hands employed as yesterday. Indian Jack out looking for plough horses.

Thursday 21. rainy. Chaulifoux making ready for hauling rails. Jollibois making Pins. Trudelle & Cowie finished fencing road down to beach. Edwards & gang delving in swamp. Mr. Meek here to day. took a Census of this place given to him by Mr. Ross. [Ms. Page 28.]

Friday 22. Weather as yesterday. Chaulifoux hauling in rails for new garden fence. Jollibois prepareing pins for do. Trudelle & Cowie repairing bridge that leads over canal in swamp. Edwards & Indians delving in swamp. Young boiling down Fat for Tallow &c. Oxen employed hauling rails. Indians, Jack & Rabasca at plough. Mr. Ross in to day to arrange the Cattle Accounts &c.

Saturday 23d. Much rain. Work as yesterday. The "Albion"[422] Ship latley [sic] served by the Americans is to be sold to day by auction, Marshal Meek acting as auctioneer.

Sunday 24th. Showery. T. Linklater in to day. he his [sic] greatly in want of herds, his principal hands having left him last week.

Monday 25th. Fine. Jollibois & Trudelle at New Garden Fence. Edwards, Cowie & gang delving and grubbing in swamp. Chaulifoux with oxen hauling rails. The Sale of the Albion and goods

418 Dr. I. A. Haden, resident physician at Fort Steilacoom.

419 Associate Justice William Strong.

420 Joseph Meek.

421 Michael T. Simmons, James Clark Strong.

422 See, for an account of the seizure of the *Albion*, this *Quarterly*, vol. xi, no. 3 (July, 1920), p. 218.

finished to day. the Ship was knocked down to a Mr. Goldsboro' of Newmarket for the Sum of 1450 Dollars.

Tuesday 26th. Rain. Chaulifoux splitting rails. Trudelle, Jollibois, Cowie & Indians at New garden Fence. Indian Gang grubbing in Swamp. Edwards sowing wheat. 9 Bushel in to day. [Ms. Page 29.]

Wednesday 27th. Gloomy. Chaulifoux & Tapoie splitting rails. Trudelle & Jollibois finishing garden Fence. Edwards sowing wheat. 5 Bus[hels] sown to day. The Indians who took Mr. Tod to Victoria returned to day bringing with them an express for England, they met with a sad accident coming up, by which they lost their Canoe. Haikaykainum one of the Indians says that coming along close in shore the wind blowing very strong at the time a large tree, blown down by the wind, fell accros [sic] their Canoe and smashed it to pieces, it was with great difficulty they saved the Packet.

Thursday 28. rain. Work as yesterday. Commenced Fencing on Swamp on a much stronger scale than formly.

Friday 29th. Wet & miserable. Chaulifoux splitting rails. Trudelle & Jollibois at New Fence. Edwards & Indians threshing in barn. Young melting Grease &c.

Saturday 30th. Cold & Showery. Trudelle & Jollibois as yesterday. Edwards & Chaulifoux with Indians, cutting a drain on piece of wheat in Swamp Park. Young in Slaug[hter] House usefully employed. Sent Packet of Letters from Victoria, to Steilacoom to be forwarded p[e]r Military express to Fort Vancouver. [Ms. Page 30.]

[*To be continued.*]

BOOK REVIEWS

Journal of a Fur-Trading Expedition on the Upper Missouri 1812-1813. By JOHN C. LUTTIG, Clerk of the Missouri Fur Company. Edited by Stella Drumm. (St. Louis. Missouri Historical Society. 1920. Pp. 192.)

Manuel Lisa, of St. Louis, was the most prominent figure in the fur trade on the upper Missouri river during more than a decade after the return of the Lewis and Clark Expedition. Beginning in 1808 he established several trading posts along the waters of the upper Missouri or its tributaries, among them one named Fort Manuel and located on the west bank of the river close to the line which now divides the states of North and South Dakota.

Of the party which started from St. Louis on May 8, 1812, to build this fort, for trade with the Arikaras, the clerk was John C. Luttig and his journal contains diurnal entries up to March 5, 1813, continuous for nearly ten months. It gives an accurate account of the dangers, vicissitudes and successes incident to traffic with the Sioux Indians at that time, and brings to notice many names that appear in other literature upon the subject. The original journal is in the possession of the Missouri Historical Society and the editorial work in the book has been done by the librarian of that Society. The quality of paper used and the skill of the printer render the volume a handsome addition to any library; there are many and ample foot notes, many valuable biographical sketches in the appendix, a fine index, and a map.

The chief item of interest to Pacific Coast readers is the record this journal gives of the death and burial place of Sacajawea, the woman who accompanied the Lewis and Clark Party in 1805-06. Much mystery has attached to the later career of that faithful woman but is now cleared away (the editor deals with that to some extent). She died December 20, 1812 at Fort Manuel and was buried there.

T. C. ELLIOTT.

The Splendid Wayfaring. By JOHN G. NEIHARDT. (New York: The Macmillan Company. 1920. Pp. 290.)

John G. Neihardt, whose "Song of Hugh Glass" was so favorably received two years ago, has now embodied similar material for us in a different form. "The Splendid Wayfaring" he intends

for use in the public schools. It is a narrative of the explorations of the Ashley-Henry men in search of a middle route to the Pacific, and as such should go far to extend our popular knowledge of the earliest explorers. The discovery of the South Pass and the Great Salt Lake, and the crossing of the desert to California have yet to become as widely known as the Lewis and Clark exploits.

Jedediah Strong Smith is the person referred to as Our Hero. His service in that capacity appears intermittent because the story follows now one and now another band of explorers. But reconsideration of the whole book leads to a truer appreciation of his importance. It has been Mr. Neihardt's aim to win recognition for a pioneer of exceptional character and achievement.

The book is not distinctly juvenile. It occupies a position somewhat out of the usual plane, between the historical romance and the accepted history text-book. Like the latter, it demands constant reference to the map, and like the former, it contains much that is delightful and unforgettable. The first few chapters are a description of St. Louis, the fur trade, the westward movement, and are written with stirring power and imagination. As the travellers progress up the river the writer confines himself more closely to his authorities, the chief of which is Dale's "The Ashley-Smith explorations". It has been greatly relied upon. There are elaborations in the way of scenery, taken in part from the journals of Harrison G. Rogers. Where conflicting evidence impedes the advance of the story, Mr. Neihardt has steered a single course by accepting the most likely thing and passing on. At the end there is a "List of Sources".

HELEN D. GOODWIN

Massachusetts Historical Society, Proceedings, 1919-1920. Edited by WORTHINGTON C. FORD. (Boston: The Society. 1920. Pp. 358.)

This venerable and honorable Society, founded in 1791, has published this Volume LIII "at the charge of the Waterson Fund." The book is rich in biographies of and tributes to historic New England men.

The most extensive article in the book, pages 217-275, is of great value to the Pacific Northwest. It is John Boit's journal of the history making voyage of the *Columbia,* 1790-1793. At the age of sixteen, John Boit was made fifth officer of that vessel under Captain Robert Gray. Boit kept a day-to-day journal which re-

cently came into the possession of the Massachusetts Historical Society. This was a most fortunate discovery as Captain Gray's official log was destroyed as waste paper between the years 1816 and 1837. Extracts giving the records of the discovery of Grays Harbor and the Columbia River had been copied and these have been relied upon by all subsequent writers. Here is now published the best available substitute for that lost log.

Through the kind cooperation of the Massachusetts Historical Society advanced proof sheets were furnished to the *Washington Historical Quarterly* and in the January number of this publication all of the important journal which related to the Northwest Coast of America was reproduced and, later, published in separate form with additional notes and introduction. This Boit log of the *Columbia* is destined to occupy a prominent place in the literature of the Pacific Northwest.

State Historical Society of Idaho, Seventh Biennial Report of the Librarian. By JOHN HAILEY. (Boise: The Society. 1920. Pp. 31.)

The slender pamphlet has the usual list of books, papers, pictures, relics and specimens pertaining to Idaho history. There are extracts from the message of Governor Caleb Lyon in 1864. By far the most interesting portion of the report is the farewell message of Libarian Hailey. After saying that he is past eighty-five years of age he continues: "Before closing this report, which in all probability will be my last from this Department that I sincerely love that has so many old time Relics and Pictures of many of my old time friends inside its walls who used to be very near and dear to me, most all of them have passed from this earthly career to the unknown but we hope they have gone to that happy shore where sickness, sorrow, pain, death and parting will be no more."

Proceedings of the Eleventh Annual Conference of the Pacific Northwest Library Association. (Portland: The Association, 1921. Pp. 77. 75 cents, Address Elena A. Clancey, Treasurer, Tacoma Public Library, Tacoma, Washington.)

This volume contains the Proceedings of the Conference held in Portland, Oregon, September 2-4, 1920. Some idea of the activities of the Pacific Northwest Library Association has been given

in previous issues of this magazine. The present volume bears evidence of the increasing usefulness of the Association. The eleventh Conference is thus characterized by the Secretary: "The keynote of the meeting was the socialization of library work. Emphasis was laid on county organization, community study and the relation of the book to human needs whether felt and expressed or unlocalized and inarticulate—the far-sighted as contrasted with the near-sighted librarian. The meetings were also unique in that they began promptly, were conducted with despatch, and ended on time." The interest which librarians take in their work is shown by the fact that 166 out of 280 members in Oregon, Washington, Idaho, Montana, Utah and British Columbia, some sixty per cent, were present at this Conference. The Association is to be commended for the care which it is taking to preserve a printed record of its activities.

Captain Bligh's Second Voyage to the South Seas. By IDA LEE. (London: Longmans, Green and Co., 1920. Pp. 290. $5.00.)

Everyone living on the shores of the Pacific Ocean is sure to develop an interest in Captain Bligh, the mutiny on his ship *Bounty* and the settlement on Pitcairn Island by surviving mutineers. This book is devoted to the second and more successful voyage but space is given for one chapter on the famous mutiny which adds much of value to the present work. It will take an honored place in the literature of the Pacific for which a new enthusiasm is developing.

The real name of the author is Mrs. Charles Bruce Marriott. She is a Fellow of the Royal Geographical Society.

The Outline of History. By H. G. WELLS. (New York: The Macmillan Company, 1920. Two volumes. Pp. 648 and 676. $10.50.)

This monumental work begins with "The Earth in Space and Time" and ends with "The Catastrophe of 1914" The author's introduction says it "is an attempt to tell, truly and clearly, in one continuous narrative, the whole story of life and mankind so far as it is known to-day."

Cultured Americans in the Eighteenth century made "all knowledge their province." The nineteenth century, the world over, was the age of the monograph. It is believed that the twentieth century's greatest scholars will be synthesists. They will make their

intellectual fabrics from the accumulated monographs. From this point of view, it is probable that Mr. Wells may be counted one of the forerunners of the synthesists in the realm of history. The long life or short life of his work will depend upon the use he has made of monographs. A few years will determine that. In the meantime his two volumes are strenuously debated.

The Oregon Trail by Francis Parkman. Edited by WILLIAM MAC DONALD. (New York: Scott, Foresman and Company, 1919. Pp. 414.)

This new printing of Parkman's old and famous work is in The Lake English Classics, under the general editorship of Lindsay Todd Damon, Professor of English in Brown University. The editor of this volume was Professor of History in the same institution. The introduction is devoted to the life and work of Francis Parkman. There are a few helpful footnotes, biblographical citations, theme and reading subjects and a chronological table of English and American literature.

Goldsmith's Art in Ancient Mexico. By MARSHALL H. SAVILLE. (New York: Museum of the American Indian, Heye Foundation, 1920. Pp. 264.)

Zuni Breadstuff. By FRANK HAMILTON CUSHING. (New York: Museum of the American Indian, Heye Foundation, 1920. Pp. 673.)

Types of Canoes on Puget Sound. By T. T. WATERMAN AND GERALDINE COFFIN. New York Museum of the American Indian, Heye Foundation. 1920. Pp. 43.

A super-title for these two books is "Indian Notes and Monographs." They are uniform with "Hispanic Notes and Monographs" published by the Hispanic Society of America. There is a cordial cooperation between the two organizations.

The books are most substantially made. They are beautifully illustrated. As indicated by their titles, two do not come within the special field of this *Quarterly,* but the third is distinctively within this field. Mr. Waterman was formerly Associate Professor of Anthropology in the University of Washington and Miss Coffin was one of his advanced students. The little book is an example of some

of the work which Professor Waterman had planned in this interesting field of investigation.

National Park Service, Fourth Annual Report of the Director. By STEPHEN T. MATHER. (Washington, D. C.: Government Printing Office, 1920. Pp. 423.)

The usual abundance of maps and illustrations embellish this report. Readers in the State of Washington will find numerous references here to the Olympic National Monument and the Mount Rainier National Park. The latter subject is treated fully in the annual report by the former Superintendent, Roger W. Toll, covering pages 267-278. Mr. Toll has assembled a number of historical facts about the mountain which will cause his report to be cited by future writers.

Some Factors in Evergreenness in the Puget Sound Region. By GEORGE B. RIGG. (Reprinted from *Ecology*, January, 1921, pages 37 to 46.

Washington is called "The Evergreen State." Here is a scientific study of the causes of the evergreen quality giving rise to the pet name. The author is an associate professor in the Department of Botany, University of Washington.

Founders and Builders of Our Nation. By HELEN MEHARD DAVIDSON. (New York: Sott, Foresman and Company, 1920. Pp. 261.)

Intended for pupils in the fourth and fifth grades, this little book will appeal to boys and girls in this State for its general interest to Americans but more especially because of its fine story of Washington whose name is borne by the State and also because of the section called "Enlarging the Territory" which treats of George Rogers Clark, Thomas Jefferson and Andrew Jackson.

Taft Papers on League of Nations. Edited by THEODORE MARBURG and HORACE E. FLACK (New York: The Macmillan Company, 1920. Pp. 340. $4.50.)

Americans are interested in this compilation of the addresses and writings of William Howard Taft on account of the man and the big theme treated. While the book is not in the field of this *Quarterly*, space is here taken to give the information that pages

228-248 contain the addresses given at Portland, Oregon, and San Francisco on February 16 and 19, 1919

Chronicles of Oklahoma. Edited by JAMES S. BUCHANAN AND EDWARD E. DALE. (Oklahoma City: The Oklahoma Historical Society. January, 1921. Volume I., No. 1. Pp. 110.)

The Washington Historical Quarterly extends a welcome to this new arrival in the field of state historical periodicals. The first number gives promise of abundant success.

OTHER BOOKS RECEIVED

AMERICAN IRISH HISTORICAL SOCIETY. *Journal,* Volume 18, 1919. (N. Y. The Society, 1919. Pp. 301.)

BAUMGARTNER, F. W. *The Condensed Milk and Milk Powder Industries.* (Kingston, Ontario: Queen's University, 1920. Pp. 32.)

BRITISH COLUMBIA PROVINCIAL MUSEUM OF NATURAL HISTORY. *Report for* 1919. (Victoria, B. C.: The Legislative Assembly, 1920. Pp. 23.)

BUFFALO HISTORICAL SOCIETY. *Reports,* 1921. (Buffalo: The Society, 1921. Pp. 53.)

CONNOR, R. D. W. *North Carolina Manual,* 1921. (Raleigh: North Carolina Historical Commission, 1921. Pp. 486.)

HANSON, MARCUS L. *Welfare Campaigns in Iowa.* (Iowa City: The State Historical Society of Iowa. 1920. Pp. 320.)

HARRINGTON, M. R. *Certain Caddo Sites in Arkansas.* (New York: Museum of the American Indian, Heye Foundation, 1920. Pp. 349.)

HEMANS, LAWTON T. *Life and Times of Stevens Thomson Mason, the Boy Governor of Michigan.* (Lansing: Michigan Historical Commission, 1920. Pp. 528.)

KANSAS HISTORICAL SOCIETY. *Publications,* Volume 2, 1920. Topeka: The Society, 1920. Pp. 234.)

KIRKCONNELL, WATSON. *Kapuskasing—An Historical Sketch.* (Kingston, Ontario: Queen's University, 1921. Pp. 15.)

LIBBY, ORIN GRANT. *The Arikara Narrative of the Campaign Against the Hostile Dakotas,* 1876. (Bismarck, North Dakota: The North Dakota Historical Society, 1920. Pp. 276.)

MATTATUCK HISTORICAL SOCIETY. *Handbook,* Number Two, 1914-1920. (Waterbury, Conn.: The Society, 1920. Pp. 101.)

MORRISON, J. L. *Nationality and Common Sense.* (Kingston, Ontario: Queen's University, 1920. Pp. 16.)

MOUNT VERNON LADIES' ASSOCIATION OF THE UNION. *Annual Report.* (Mount Vernon-on-the-Potomac: The Association, 1920. Pp. 64.)

SIMPSON, KEMPER. *The Capitalization of Goodwill.* (Baltimore: Johns Hopkins Press, 1921. Pp. 105.)

WATKINS, ALBERT. *Publications of the Nebraska State Historical Society.* (Lincoln: The Society, 1919. Pp. 357.)

WATKINS, GORDON S. *Labor Problems and Labor Administration in the United States During the World War.* (Urbana: University of Illinois, 1919. Two parts, Pp. 247.)

NEWS DEPARTMENT

Ranald Macdonald's Story

The Eastern Washington State Historical Society is publishing the posthumous manuscript of Ranald Macdonald, one of the most remarkable characters of the Pacific Northwest. Mrs. Eva Emery Dye has saved his place in history by her valuable work, *Macdonald of Oregon.* Now comes the book by Macdonald himself. Upon the request of the Eastern Washington State Historical Society there is here reproduced an appreciative article from *The Spokesman-Review* of Spokane:

"The story of the Pacific Northwest, otherwise known as the Oregon country, is one of fascinating interest and deserves to be well known by every inhabitant of British Columbia, Idaho, Oregon, Washington and Western Montana. The record of the regime of the Northwest and Hudson's Bay Companies of Canada and of the surge of the tide of American immigration to the Pacific Coast forms an epic of the heroic age of Oregon and Washington. It abounds with heroes and heroines and with picturesque personalities.

"In acquainting our people with such personages the historical associations of these states render invaluable service. But it may fairly be questioned whether more valuable work has ever been done by any of them than has just been done by the Eastern Washington Historical Society in publishing Ranald Macdonald's own story of his life.

"This Macdonald was a son of a Hudson's Bay trader and a daughter of Chief Comcomly. He was born at Astoria on February 3, 1824, and died at Toroda, Wash., on August 5, 1894. The spirit of adventure was in him almost from the first, so that he could not settle down to business in civilized Canada or even to existence in the then wild west of the Oregon country. About the age of 21, accordingly, he ran away to sea and finally turned up as a seaman in the whale-fishery of the Pacific during 1845-8. But from boyhood he had been fascinated by the mysterious empire of Japan, which for two centuries had been a hermit among nations, jealously sealed against western civilization. He had longed to enter the forbidden country and do what he could to bring it into fellowship with Europe and the United States. In 1848 his chance came. He cast himself

single-handed on the Japanese coast and then enjoyed an honorable captivity of nearly two years in the Mikado's kingdom.

"Ranald's own story of his Japanese experiences constitutes the main bulk of his account of his career. It is doubly entertaining from the point of view of his personality and from that of his reflection of Japanese life and character in the last days of a dying era. There was a charm about him, a manliness, that won the esteem and affection of his jailers. He was quickwitted and appreciative of the fine features of the people among whom he had come. He gained the confidence of his Japanese associates, learned their language and taught his own. Among his pupils were the Japanese interpreters who met Commodore Perry when he opened Japan and who carried on the negotiations between him and the shogun. Thus the half-breed child of old Oregon and Washington was an instrument in bringing about the meeting of the furthest west and the remotest east.

"The style in which Macdonald told his story has an old-world leisureliness and quaintness that is refreshing in these times of rush and staccato. The original manuscript came into the possession of the Spokane society after the author's death, and has now been edited most painstakingly and with fine scholarliness by Corresponding Secretary Lewis, an attorney at Spokane, and Naojiro Murakami of the University of Tokyo, who is Japan's commissioner of historical compilation.

"It was my privilege to read this edition in manuscript, and it gives me pleasure to state that the notes of the editors, their bibliography of the subject and their appendix of contemporary records double and more than double the interest and value of the original narrative. Mr. Lewis and Professor Murakami have made a contribution of permanent worth to the history of Japan and that of the Pacific Northwest. No library, no student of our Northwestern history, can afford to be without this work. Dr. Griffis, the famous author of 'The Mikado's Empire,' values the volume very highly.

"The narrative by Macdonald is to be published by the Eastern Washington Historical Society, but the edition will be limited to 1000 copies and will not be reprinted. Publication will be effected through subscription, the price being set at $6 a copy, the lowest amount possible, now that the costs of publishing have increased 100 per cent during the past seven years.

"Printing is to begin when two-thirds of the edition have been subscribed for. Subscriptions should be made to George W. Fuller,

librarian of the Spokane Public Library and recording secretary of the Eastern Washington Historical Society. Payments in advance will expedite early publication. F. P. N."

The Records of a Pioneer Lumber Mill

Through the gift of Mr. Clarence B. Bagley, a well known pioneer and a contributing editor of this *Quarterly*, the University of Washington Library has received the donation of valuable historical material relating to the Washington Mill Company, one of the large pioneer lumber mills of Washington Territory. This company was organized in San Francisco in 1856 by Captain Marshall Blinn and William J. Adams. Mr. Adams kept the San Francisco end of the business; Mr. Blinn was in charge on Puget Sound. The mill was erected at Seabeck, Kitsap County, and began cutting logs in 1857, incidentally opening a store, buying and building ships, acquiring timber lands, and operating most of the business of the community. Its work was continued in Seabeck until 1886, when the mill was destroyed by fire, and the establishment removed.

Mr. Bagley's gift consists of thirty-nine bound volumes of letter books, day books, journals, ledgers, time books, stock books, specifications and invoices. Altogether it forms a unique collection of source material relating to one phase of the economic development of Puget Sound.

President Scholz

Professor Richard F. Scholz leaves the history department of the University of Washington to become President of Reed College, Portland, Oregon. Mr. Scholz is a graduate of the University of Wisconsin and was one of the first Rhodes scholars at Oxford from that state. He has had teaching experiences at the Universities of Wisconsin, California and Harvard before coming to the University of Washington. His colleagues in the guild of historians wish for him abundant success in the new field.

Valuable Prosch Manuscripts

Through the kindness of Miss Edith G. Prosch, the University of Washington Library has received from the Thomas W. Prosch estate a collection of important documents and other materials relating to the history of the Puget Sound region. Most valuable of all are three manuscripts of unpublished books prepared by Mr. Prosch. One of these, a "Dictionary of the Chinook Jargon" was

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ready for the printer. Another manuscript covering the history of Puget Sound with special reference to Seattle was practically complete. A third item left unfinished by the author's untimely death in 1915 was a large record book of memoranda, anecdotes and informal data relating to the history of Seattle. The collection contains also the manuscript originals of published books and articles of Mr. Prosch together with many documents collected for use in his historical work.

Noteworthy items also are some half dozen albums of historic photographs, all carefully identified as to names, places and dates; a scrapbook of documents relating to the affairs of the Washington Mill Company at Seabeck from 1857 to 1883; a scrapbook containing letters and telegrams relating to Seattle Fire Relief in 1889, and a similar volume giving the detailed history of the Seattle Totem Pole. In addition are many miscellaneous printed and unprinted items of great worth.

This priceless material now deposited for preservation and use in the archives of the University Library brings new evidence of Mr. Prosch's contribution to Puget Sound history and reveals how great a loss was sustained by the passing of thi sable and industrious worker.

The Doctorate

The University of Washington has recently voted to expand graduate work so as to admit candidates for the doctor of philosophy degree in the department of history. This is the sixth department in the University of Washington to be thus recognized.

The Washington Historical Quarterly

Contributing Editors

CLARENCE B. BAGLEY, Seattle
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VOL. XII. NO. 3 JULY, 1921

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Contents

JUNIUS THOMAS TURNER ..Facts About George Washington 163
S. E. MORISON .....Boston Traders in Hawaiian Islands, 1789-1823 166
JAMES SWEENEY .....Narrative 202
EDMOND S. MEANY .....Origin of Washington Geographic Names 211
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 219
BOOK REVIEWS 229
NEWS DEPARTMENT 239

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STATE HISTORICAL SOCIETY
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The Washington Historical Quarterly

FACTS ABOUT GEORGE WASHINGTON*

Fond of historical and biographical research—the unearthing and bringing into newness of life, incidents and veritable facts in the lives of distinguished persons who have played a part in American History, I have discovered among other interesting personal data some important items having special bearing upon the lineage or the forebears of George Washington.

Of Washington's mother, I find that both of his great-grandfathers came to America about the same time, 1657. John Washington settled at Bridges Creek near Colonial Beach while William Ball settled on the Rappahannock river about 100 miles below Fredericksburg, at the lower beginning of Northern Neck, calling the place Millenbeck. Further up the stream he named a place Epping Forest, building a house, and here was born Joseph Ball, afterwards Captain of the ship "Hope". Joseph Ball's first wife was Elizabeth Romney, a daughter of the Lord Mayor of London, his second wife was a widow named Johnson, her maiden name was Montigue, and to her was born a daughter—Mary Ball—the Mother of George Washington.

Mary Ball was born in 1707. In March, 1730, she married Augustine Washington, grandson of John Washington. She was called the "Belle of Northern Neck" and also, the "Rose of Epping Forest". The old house where she was born and married, has long since gone to decay, but the site has been preserved, which is surroundd by a square of giant oaks, and among them has been planted a new residence. Many descendants of the family are buried in White Chapel graveyard, two miles further on, of which John

* Major Junius Thomas Turner was born in Baltimore on September 4, 1827. He is a veteran of four wars—Mexican War, 1846-1848; Rogue River Indian War, 1853; Indian War in Washington, 1855-1856; and Civil War, 1861-1865. He loves the memory of his pioneering days in the Northwest. Now an invalid in constant pain he nevertheless keeps in contact with friends and events through constant and cheerful correspondence. The present article shows the quality of his intellectual vigor as he approaches his 94th birthday.

Washington was the first warden. He came from Sulgrave, near Bothley, where Lord Macaulay was born, and was related to James Shirley, the great classic and dramatic writer.

Old Epping Forest is in Essex. near London, and was once a hamlet of Waltham Abbey. Wakefield on the Potomac, where Washington was born, was named for Old Wakefield, a township near Leeds, England, which was the birthplace of Ratcliffe, Bentley, and others. Washington's grandfather, Lawrence, was the Vicar of Wakefield, and is buried in Christ Church, his tombstone being well preserved. The great Cardinal Woolsey, was born in Wakefield, the place being named for one of his tutors, Dr. Richard Wakefield, who was the first to translate into English the history of Greece and. Rome.

And now that I am playing the role of a biographical chronicler, I found in my research an item that riveted my attention and has led me to ask: "Was Washington A Dutchman"? He certainly was, if my reading of his lineage is not at fault. My reading of history shows where the family from which he is, or was, descended, began with Odin, the founder of Scandinavia, 50 years before the Christian era and continued through fifty-two generations down to George Washington.

The name originally was Wasser (meaning water) until about A. D. 400, at which time the family became noted for their exploits in the North Seas and against the Norsemen whom the Scandinavians fought for over 400 years, finally making a permanent settlement upon the British Island. There the name became Wasserman, (mariner), and continued from the building of Cave Castle on the banks of the Humber river, about A. D. 500, until the familiy in the next 300 years had worked itself down the great Vitullus Road, which ran from Dover to Hull, to about 30 miles above London, where they finally inhabited a village called "Little Brighton", and here the name was shortened to Washington, meaning "Wasserman" from Brington or Brighton. From which place John Washington, the first of that name to emigrate to this country, was a descendant. He settled at Pope's Creek, in Maryland, and afterward at Bridge's Creek, in Virginia, marrying Anna Pope, daughter of the first settler, and reared a family—his son, Lawrence Washington, being the grand-father of George, through Augustine and the Balls.

Mount Vernon is in Fairfar County, 17 miles south of Washington—the foundation of the Mansion was started in 1736 by Aug-

ustine Washington, and finished by his son Lawrence, in 1743. The building is of two stories and attic high, 96 feet long, by 30 feet wide, the first structure was only four rooms, attaining its present appearance in 1786. In the parlor is one of the two famous mantle pieces sent to Washington by Lafayette, upon his return to France. The other is in "Harewood", the home of Samuel Washington, at Charlestown, West Virginia. In the north dancing room is another famous mantlepiece from Italy, made of statuary and syenite marbles, presented to the General (Washington) by Samuel Vaughen of London. Exact plans and dimensions of the mansion have been made, and are kept, in case of destruction. Washington's family motto was *Exitus acta probat*—translated signifies: "The Event Justifies the Deed."

Junius Thomas Turner.

Washington, D. C.
May 16, 1921,

BOSTON TRADERS IN HAWAIIAN ISLANDS, 1789-1823*

On October 15, 1819, there was an interesting ceremony in the vestry of Park Street Church, Boston. A company of seven missionaries with their wives and children, and with three "natives of Owhyhee" were "formed into a Church of Christ," to go out and convert the heathen of the "Sandwich Islands." The next morning, at a special meeting in the same house of worship, Hopu, the most hopeful of the Hawaiians, addressed a crowded assembly. "It was a most affecting spectacle to see a native of Owhyhee preaching the gospel to the citizens of Boston." So great was the interest in this missionary enterprise of the Orthodox New England Church, that over five hundred persons received Holy Communion at a farewell service the following Sabbath. On Saturday morning, October 23, the final farewell took place at Long Wharf, crowded with sympathetic spectators. The Rev. Dr. Worcester offered up a prayer, Hopu delivered another speech, and all united in singing "Blest be the tie that binds" and "When shall we all meet again?" A barge from the U. S. S. *Independence* conveyed the missionaries to the vessel chartered for the voyage by the American Board, the brig *Thaddeus* of Boston; which in a short time weighed anchor and dropped down the stream to Boston Light.[1]

Over five months elapsed before this Hawaiian *Mayflower* raised the snow-crowned summit of Mauna Loa. On April 4, 1820 one hundred and sixty-three days out from Boston, the *Thaddeus* came to anchor abreast the "large heathen village" of Kilua, where a multitude of "shouting and almost naked natives," including the King and Queens, were playing on the beach and sporting in the surf. A bright and pleasing spectacle, we would think: but to the missionaries it merely "exhibited the appalling darkness of the land which we had come to enlighten." Later in the day, the royal family was entertained at dinner on the brig's quarter-deck. King Liholiho, dressed in a feather wreath, a string of beads and a loin-cloth, made his first acquaintance with white women; and George Tamoree, a graceless native member of the missionary contingent, furnished music for the meal on an orthodox bass viol.[2]

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* Printed by permission from the *Proceedings* of the Massachusetts Historical Society. Mr. Samuel Eliot Morison presented the paper to the October, 1920, meeting of the Society. The footnotes are by Mr. Morison.

1 Boston *Recorder*, October 25 and 30, 1819, pp. 175, 179. The *Thaddeus* was 85½ feet long, 24½ feet beam and of 241 tons burthen

2 Hiram Bingham, *A residence of Twenty-one Years in the Sandwich Islands* (1849), 69, 85.

BOSTON TRADERS IN HAWAIIAN ISLANDS, 1789-1821*

Thus began the first Christian mission[3] in Hawaii, the centenary of which is being celebrated this year. 1820 is to Hawaii what 1620 is to New England. Yet we must not forget the precursors to the Pilgrims. Here, as in New France, New Spain and New England, the trader had preceded the missionary. For a generation previous to 1820 the scorbutic, stormtossed seamen of New England had found rest, healing and even profit in these Islands of the Blest.

When independence closed our colonial trade routes within the British empire, the merchantmen and whalers of New England swarmed around the Horn, in search of new markets and sources of supply. The opening of the China trade was the first and most spectacular result of this enterprise; the establishment of trading relations with Hawaii followed shortly. Years before the westward land movement gathered momentum, the energies of seafaring New England found their natural outlet, along their traditional pathway, in the Pacific Ocean.

Probably the first American vessel to touch at Hawaii was the famous *Columbia* of Boston, Capt. Robert Gray, on August 24, 1789, in the course of her first voyage around the world. She remained twenty-four days at the Islands, salted down five puncheons of pork, and sailed with one hundred and fifty live hogs on deck.[4] A young native called Attoo, who shipped there as ordinary seaman, attracted much attention at Boston, on the *Columbia's* return, by his gorgeous feather cloak and helmet. Attoo was the first of several young Hawaiians who, arriving in New England as seamen on merchant vessels, influenced the American Board of Foreign Missions to found the Mission School at Cornwall, Connecticut, which was the origin of the famous mission of 1819-20. Other Kanakas—as they were called this early—did not reach so pious a destination. A native boy whom Capt. Amasa Delano shipped from Hawaii in 1801, performed on the Boston stage in the "Tragedy of Captain Cook," "and was much admired by the audience and the publick in general."[5]

---

3 The Catholic chaplain of the Royal French corvette *L'Uranie*, which put in at Hawaii for a few days in August, 1819, baptized a few natives; but I suppose this would hardly constitute a mission. James Jackson Jarvis, *History of the Hawaiian Islands* (1843), 216.

4 Ship *Columbia* MSS., Masssachusetts Historical Society, f. 18; Boston *Columbian Centinel*, August 11, 1790. Possibly the snow *Eleanor* or *Elenora* of New York, Captain Metcalf, touched at Hawaii before the *Columbia*, but I think not. (J. J. Jarvis, *op. cit.* 147, says she came in the "autumn"; Hiram Bingham, *op. cit.* 39, says "near the close" of 1789.) Captain Metcalf stirred up a hornet's nest by his high-handed dealings with the natives, who in revenge, killed his son, master of the *Fair American*. James F. Hunnewell, *Bibliography of the Hawaiian Islands*, 15, is obviously in error when he states that "in 1790 . . . the first American ship, *Eleanor* . . . visited the Islands."

5 Amasa Delano, *Voyages* (Boston, 1817), 398.

The Boston traders who followed the *Columbia* to the Northwest Coast and Canton, found "The Islands," as they called the Hawaiian group, an ideal place to procure fresh provisions, in the course of their three-year voyages. Capt. Joseph Ingraham stopped there in the *Hope*, of Boston, in May, 1792.[6] Five months later, Captain Gray, fresh from his discovery of the Columbia River, "Made the Isle of Owhyhee, one of the Sandwich Islands," writes John Boit, Jr., the seventeen-year-old fifth mate of this famous vessel.

In his "Remarks on the Ship *Columbia's* Voyage"[7] for October 30, he says:

30. Hove to, for some Canoes, and purchased 11 Hogs, from the Natives, and plenty of vegetables, such as Sweet Potatoes, Yams, tarro etc. . . . The men were fine stately looking fellows, and the Women quite handsome. They were all in a state of Nature, except a small covering round the middle. Not many of the *Columbia's* Crew prov'd to be *Josephs*. Run along very near the Isles, and hove to off Karakakoa Bay. . . .

31. Stood around the Island and haul'd into Toaj yah yah bay, and hove to. Vast *many* canoes sailing in company with us. The shore made a delightful appearance, and appeared in the highest state of cultivation. Many canoes along side, containing beautiful *Women*. Plenty of Hogs and fowls, together with most of the Tropical fruits in abundance; great quantities of Water, and Musk, *Mellons*, Sugar Cane, Bread fruit, and salt was brought for sale. The price of a large Hog was from 5 to 10 spikes—smaller ones in proportion. 6 Dunghill fowls for an Iron Chizzle, and fruit cheaper still. . . .

November 3. Bore off and made all sail for the Coast of China, and soon lost sight of these beautiful Isles, the Inhabitants of which appear'd to me to be the happiest people in the world. Indeed there was something in them so frank and chearful that you cou'd not help feeling prepossesd in their favour.

Just three years later, on October 12, 1795, the same young man, commanding the sloop *Union* in a voyage around the world, sighted "Owhyhee" bearing W. by S. thirty leagues.

Oct. 13th. Brisk breezes and flying clouds with distant thunder. At 6 p. m. tack'd off shore. Many large fires in the land. The extremes of the Isle from W B N to S E B S, 3 or 4 leagues from

6 *Washington Historical Quarterly*, XI. 6 (January, 1920).
7 *Proceedings*, LIII. 261.

nearest shore. Midnight pleasant. At daylight we were visited by plenty of Canoes fill'd with natives—they brought a great quantity of Hogs and Fruits which they readily parted with, in exchange for Nails & Iron Hoops. The females were quite *amorous*.

Oct. 14th. Pleasant agreeable weather. laying off and on, the N E point of Owhyhee. Vast many canoes, with natives along side, with abundance of good things. Employ'd through the day trafficing. They appear'd all as happy as Princes.[8]

The next day, John Boit was visited by an Englishman, John Young, formerly boatswain of the New York snow *Eleanor*, who had lived at Hawaii for seven years. Young filled him up with so many tales of native treachery toward visiting traders that Captain Boit's opinions of the Hawaiians were modified. "Small merchantment have no business to venture themselves there," he concludes. "I hold them among the worst of savages, for if they had that savage and ferocious appearance so strongly pictured on the face of the N. W. Indians they would not be so likely to deceive Europeans who by trusting too much to appearances have been artfully murder'd."

It did not take long for the Northwest Coast fur traders to discover at Hawaii a new medium for the Canton market. That market was, of course, the prime object of our Northwest fur trade. China took nothing that the United States produced; hence Boston traders, in order to obtain the wherewithal to purchase teas and silks at Canton, spent eighteen months or more of each China voyage collecting a cargo of sea-otter skins, highly esteemed by the mandarins. Salem traders, in the same quest for the wealth of the Indies, resorted to various South Sea Islands for edible birds' nests, and beche de mer or trepang, a variety of sea-cucumber that tickled the mandarin palate. Captain Kendrick (who originally commanded the *Columbia* but remained in Pacific waters in her consort, the sloop *Lady Washington*), discovered about the year 1791[9] that Hawaii produced sandalwood, an article in great demand at Canton. Captain Vancouver found on the Island of Kauai, in March, 1792, an Englishman, a Welshman and an Irishman whom Kendrick had left there the previous October, to collect pearls and sandalwood against his return.[10]

8 John Boit, Jr., "Remarks on Sloop Union's Voyage Round the Globe." MS. Mass. Hist. Soc.

9 Amasa Delano states (*Voyages*, 1817, 399) that he saw a cargo of Hawaiian sandalwood at Canton in 1790, but it was of an inferior quality and had no sale.

10 Vancouver, *Voyage of Discovery to the North Pacific Ocean and Around the World* (London, 1798), I. 172-5, 188-9. The men told Vancouver that the sandalwood was destined for India, a statement due either to ignorance or desire to deceive.

Presumably the produce of their labor was marketed; but not long afterward Captain Kendrick was killed as an accidental result of his intimate interest in Hawaiian affairs. He and his crew helped the chief of Oahu defeat the chief of Kauai at the Battle of Kalauao, in December, 1794. Lying in Honolulu harbor with him was the English trading vessel *Jackal,* Captain Brown, the crew of which had also taken part in the battle. To celebrate their victory, Captain Kendrick hoisted his ensign on the *Lady Washington* and fired a federal salute, to which the *Jackal* replied. Captain Brown ordered several of his guns unshotted for the purpose, but by mistake the gunner fired one of those that was still charged with round and grape. A ball penetrated the *Lady Washington's* cabin and killed her commander, one of the ablest of our pioneer shipmasters in the Pacific.[11]

Practically every vessel that visited the North Pacific in the closing years of the 18th century stopped at Hawaii for refreshment and recreation;[12] but it was not until the opening years of the 19th that the sandalwood business became a recognized branch of trade. The imports at Canton of that fragrant commodity in American vessels rose from 900 piculs (of 133⅓ pounds each) in 1804-05 to 19,036 piculs in 1811-12.[13] Sandalwood, geography, and fresh provisions made the Islands a vital link in a closely articulated trade route between Boston, the Northwest Coast, and Canton.

A typical voyage is that of the ship *Pearl,* Capt. John Suter, owned by James & Thomas Lamb, James & Thomas H. Perkins, and Russell Sturgis, all of Boston. She sailed thence on July 23, 1807. On January 13, 1808, she anchored at the "Sandwich Islands," and procured fresh provisions. The next twenty months, from February, 1808, to October, 1809, were spent along the Northwest coast procuring beaver and seaotter skins. Thence to the Islands, stopping a few days in late October, and taking on provisions and wood. Arrived at Whampoa (the foreign port of Canton), December 5. Sailed March 11, 1810, in company with Theodore Lyman's ship *Vancouver,* Captain Whittemore; the two vessels sailing up Boston harbor almost abreast on August 4, 1810.[14]

11 John Boit, Jr., *op. cit.* As Boit received this account from John Young, within a year of the occurence and wrote it down immediately, it ought to settle the controversy over the date and manner of Kendrick's death. *E. g.,* H. H. Bancroft, *Pacific States,* XXII, 297-7, and picturesquely garbled version in Bulfinch, *Oregon and Eldorado,* 7.

12 *E. g.,* the visit in 1801 of Richard J. Cleveland of Salem, described in his *Narrative of Voyages and Commercial Enterprises* (1842), and those of Amasa Delano, described in in his *Voyages* (1817), chap. XXI. Charles Derby of Salem, who died when in command of the ship *Caroline* of Boston, was buried at Oahu in 1802.

13 Table in Gutzlaff, *Sketch of Chinese History* (1834), II, appendix iv.

14 Horatio A. Lamb, *Notes on Trade with the Northwest Coast* (MS., Harvard College Library), 45-47.

One of the earliest white residents of the Islands was George McClay, a Yankee ship-carpenter who drifted into Honolulu sometime between 1793 and 1806. Capt. Amasa Delano of Duxbury, on whose ship he had formerly sailed, found him at the Islands in 1806 with a well-established boat-building business. He had built twenty small vessels, and a few as large as fifty tons burthen.[15]

Late in the year 1811 the ship *Albatross,* owned by the Winship brothers of Boston and Brighton, and commanded by one of them, Captain Nathan, put in at Honolulu.

The object of this protracted voyage (the *Albatross* left Boston in July, 1809,) was to found a fur-trading establishment on the Columbia River. The attempt failed, but Captain Winship then tried fur-trading along the California coast, with such success that water-casks had to be broken up, and the hemp cables coiled on deck, to make room for all the sealskins he obtained. Yet somehow or other, room was found on board at Honolulu to entertain King Kamehameha I., royal family and suites over night; and to take on a load of sandal-wood. At the Island, Captain Winship was joined by the ship *O'Cain,* owned by his family and commanded by his brother, Jonathan Winship, Jr., and the ship *Isabella,* owned by Bordman & Pope of Boston, and commanded by Capt. William Heath Davis. All three vessels sailed from Honolulu on January 1, 1812, for Canton, where they disposed of their skins and sandalwood. Returning to the Islands six months later, the three shipmasters made the following contract with the King:

Articles of agreement indented, made and concluded this twelfth day of July, in the year of our Lord one thousand eight hundred and twelve, by and between Tamaahmaah, King of the Sandwich Islands, of the one part, and Nathan Winship, Wm. Heath Davis, and Jonathan Winship, Jr., native citizens of the United States of America, on the other part, Witnesseth:

That the said Tamaahmaah, for the consideration hereafter mentioned and expressed, doth hereby promise, covenant and agree to and with the said Nathan Winship, William Heath Davis, and Jonathan Winship, Jr., and each and every of them, and each and every of their executors, administrators and assigns, that he will collect, or cause to be collected for them and them only, a supply of sandalwood and cotton of the best qualities which his Islands produce; and he doth hereby give and grant unto the said Nathan Winship, William Heath Davis and Jonathan Winship, Jr., their executors,

15 Delano, *Voyages,* 395.

administrators and assigns, the sole right and privilege of exporting sandalwood and cotton from his islands for the term of ten years and will not on any account or in any manner whatever dispose of any sandalwood or cotton to any other person or persons whomsoever, or suffer any other adventurer, or adventurers, to ex port any sandal wood or cotton from any of these Islands under his control, during the aforesaid term of ten years. In consideration whereof, the said Nathan Winship, William Heath Davis and Jonathan Winship, Jr., do hereby for themselves, their executors, administrators and assigns covenant, promise and agree well and truly to pay or cause to be paid, unto the said Tamaahmaah, his successors or assigns, one-fourth part of the net sales of all the sandalwood and cotton which they may export from the Islands belonging to Tamaahmaah, during the aforesaid term of ten years, and to make return in specie or such productions and manufactures of China as the said Tamaahmaah, his successors or assigns may think proper to order. In testimony whereof, they have hereunto interchangeably set their hands and seals, on this said twelfth day of July, in the year of Our Lord, one thousand eight hundred and twelve.

Signed, sealed and delivered, in presence of Francis de Paula mann, William Summer.

Tamaahmaah, his O mark (Seal)
William Heath Davis, "
Nathan Winship, "
Jonathan Winship, Jr., "

Only one sandalwood cargo, it seems, was shipped to Canton under this contract. By the time the partners returned to Honolulu, news had arrived of our declaration of war on Great Britian. Before the king would furnish another cargo, he insisted on receiving his share first. The Winships' agent, John Perkins Cushing (head of Perkins & Co. at Canton), shipped the king under neutral colors a large consignment of specie and China goods that he realized from sale of the sandalwood, but the vessel was delayed so long that the king began to doubt the Winships' good faith.

John Young, now agent for a British rival of Perkins & Co., fanned his suspicions. When the neutral ship finally arrived, the Winship brothers arranged with her captain to deliver the goods to Kamehameha I but to hold the specie on board as security for the monarch's fulfilling his contract. In the event that a British war-

ship appeared, they instructed the captain to deliver the specie to the king rather than risk its capture as American property.

A royal princess of Hawaii, overhearing the conversation at which this disposal of the specie was arranged, played a regular Yankee trick on the Yankee traders. The Islanders kept a lookout on Diamond Head, whence the character, size and nationality of approaching vessels are signalled by human semaphores. The Princess arranged for a false alarm of a big British man-of-war. By the time this rumor was disproved, King Kamehameha had the silver in his possession, and snapped his fingers at the Winships. According to one account, a British sloop-of-war later appearing in the harbor, persuaded him definitely to repudiate the contract. British interference induced Tamoree, the King of Kauai, to repudiate a similar contract with Winship, Winship and Davis.[16]

The members of this company continued nevertheless to trade with Hawaii for some years. Captain Davis married there the daughter of Oliver Homes, another pioneer Massachusetts shipmaster.[17] One of the Winships was residing at Honolulu when the missionaries landed, on April 19, 1820, and placed his house at their disposal. Two other American residents made the same offer; Captain Pigot of New York invited them to tea the first evening ashore, and Charles Carey of Chelsea, Massachusetts, master of the ship *Levant,* attended their first communion service on Hawaiian soil.[18]

After the war, Boston's trading relations with Hawaii were resumed. King Kamehameha I, who now controlled the entire group of islands, put the sandalwood traffic under some restraint. During the remainder of his reign, the imports of that commodity at Canton did not reach their pre-war figures.[19] More Boston firms were entering the business; and in 1820 the United States government appointed a Bostonian consular agent at Honolulu.

In 1816 James Hunnewell (1794-1869) of Charlestown embarked at Boston in the hermaphrodite brig *Bordeaux Packet,* 180 tons,

16 This account of the Winship episode is largely from an anonymous MS. in the Bancroft Collection, Berkeley, California, entitled "Solid men of Boston in the Northwest," a copy of which was kindly furnished by the Bancroft Library. This MS. was apparently prepared about the time of the Civil War by someone who knew the Winships well, and who had access to their records. It makes extensive quotations from the journal of the *Albatross's* voyage, kept by Captain Nathan Winship's clerk, John A. Gale of Boston, who subsequently became the pioneer in the trade in hides between Boston and California. On the same subject see *Niles' Register,* XVIII, 418 (August 12, 1820); *Papers of Hawaiian Historical Society,* No. 8, 20; C. Davis in *North American Review,* III, 51 (1816).

17 H. H. Bancroft, *Pacific States,* XIX, 776. Their son William H. Davis, Jr., born at Honolulu in 1822, became a California pioneer, and author of *Sixty Years in California.*

18 Bingham, *Residence of Twenty-one Years,* 95-99.

19 Gutzlaff, *op. cit.* For 1817-18 the imports were 15,825 piculs of sandalwood at Canton, with an annual falling off of 6,005 piculs in 1820-21.

Capt. Andrew Blanchard of Medford, for San Francisco. After stopping at the Islands for provisions early in 1817, she proceeded to the coast of Upper and Lower California. Returning to Oahu, the brig was sold to King Kamehameha I, and paid for in sandalwood, which was sent to Canton on another vessel. Mr. Hunnewell remained at Honolulu to "dispose of the balance of the California cargo" (probably live horses and cattle), and of the goods brought from Boston. This was the origin of a mercantile firm still in existence at Honolulu under the name of Brewer & Company.[20]

It was during the period from 1810 to 1825 that the sandalwood trade was at its height. This wood was in great demand for the Canton market, where it was sold for incense and for the manufacture of fancy articles. It was purchased by the picul of 133 1-3 pounds, the price varying from $8 to $10 for the picul. While it lasted this wood was a mine of wealth to the king and chiefs, by means of which they were enabled to buy guns and ammunition, liquor, boats, and schooners, as well as silks and other Chinese goods, for which they paid exhorbitant prices. This trade greatly increased the oppression of the common people, multitudes of whom were obliged to remain for months at a time in the mountains searching for the trees, felling them, and bringing them on their backs to the royal storehouses.[21]

A new era opened in 1820 with the arrival of the first missionaries, the first whalers, and the opening of a new reign. It was the missionaries who brought Hawaii in touch with a better side of New England civilization than that represented by the trading vessels and their crews.[22] But without the trader, the missionary would not have come. The commercial relations between Massachusetts and Hawaii form the solid background of American expansion in the Pacific, the fundamental influence that worked steadily toward the annexation of 1898.

A second event which made the year 1820 memorable in Hawaiian economic history, was the arrival of the first Massachussets whaling vessel—the ship *Maro* of Nantucket, Capt. Joseph Allen.[23]

20 James Hunnewell, *Journal of the Voyage of the "Missionary Packet," Boston to Honolulu*, 1826. Charlestown, 1880. This vessel, a leaky and crank little schooner built at Salem for the missionaries' use among the Islands, was 49 feet long, 13 wide, and registered just under 40 tons. The voyage took nine months. Charles Brewer, who subsequently gave his name to this firm, first saw Honolulu as ordinary seaman on Josiah Marshall's ship *Paragon*, in 1823. Charles Brewer, *Reminiscences* (1889), 20.

21 W. D. Alexander, *Brief History of the Hawaiian People* (1892), 156.

22 "The coming of the Missionaries was the real beginning of civilization in the Islands." William R. Castle, Jr., *Hawaii Past and Present* (1913), 89. In the following pages Mr. Castle gives a judicious estimate of the comparative influence of missionaries and traders.

23 H. Bingham, *Residence of Twenty-one Years*, 134.

Nantucket whalers had rounded the Horn as early as 1791, but until this year their activities had been confined mainly to the South Pacific. Captain Allen's discovery of the Japanese whaling grounds, made Hawaii as essential to whalers as to China traders. The letters below indicate how rapidly their number increased, and the consequent effect on the cost of living.[24] Our illustration of Honolulu in 1821, from the collection of Mr. Charles H. Taylor, Jr., was undoubtedly made by an officer of the whaler *Russell* of New Bedford, shown in the foreground.

In 1820 the sandalwood trade entered its last phase. Kamehameha I's successor, Liholiho, [25] a drunken and weak-minded prince, discarded the conservation policy of his father. The traders vied with one another in arousing new royal desires, which fresh levies of sandalwood on the unfortunate subjects alone could satisfy. Hence John C. Jones's keen desire to sell fast vessels, billiard tables, and steamboats to the King. As a result Liholiho and the royal family exploited their subjects ruthlessly and the forests recklessly. Sandalwood imports in American vessels at Canton surpassed 21,000 piculs annually in the years 1821-23.[26] It became scarce and high at Hawaii, but a drug in the Canton market; and "the population withered before the curse which the avarice of their chiefs, and the dissipation of their ruler, brought upon them."[27]

At the same time, the native market for American goods was rapidly increasing, owing to the improved standards of living introduced by the missionaries. The New England whalers, so much complained of by the China traders, brought them new business by creating a local market for ships' stores, chandlery, etc.; and by giving them return freights of oil and whalebone.[28]. About 1829 the Islands were visited annually by nineteen American vessels engaged in the Northwest fur, South American, China and Manila trades, and by one hundred whalers.[29] By 1840, the value of native supplies provided to vessels was twice that of the sandalwood exported,

24 H. B. Forbes, in his *Ships of the Past*, 115, describes how he was pulled out of bed at Honolulu by a party of rollicking whalesmen in 1826, put in a handcart and dragged about town. The party paid a visit to Capt. James Hunnewell, who had first brought the little *Missionary Packet* around the Horn for the mission, with a cargo of rum for his own store. Captain Hunnewell was forced to treat the crowd, but they pronounced the rum so vile that he was forced to swallow some of it himself before they would let him go!

25 Known after his death as Kamehameha II. 26 Gutzlaff, *op. cit.*

27 James Jackson Jarvis, in *Hunt's Merchants' Magazine*, IX. 113, C. S. Stewart, *Private Journal ... and Residence in the Sandwich Islands* (1828), 124-25.

William H. Bordman, Jr., writes Capt. Seth Barker of the Brig *Smyrna*, then engaged in the fur trade, on June 7, 1831: "We hear today of sales of sandal wood in Canton leaving more than a total loss. Some sent down on Marshalls account the consignees refused to receive & pay the freight. Dont touch it on any account, even if given you." MS. Bordman letter book, Harvard College Library, 90.

28 Papers of the Hunnewell's ship *Tsar*, Harvard Western History Collection.

29 Letters of J. C. Jones, Jr., Oct. 30, 1829, in Charles S. Stewart, *A visit to the South Seas in the U. S. S. Vincennes* (London 1833), 365.

the sugar industry was established, and in five years the Islands had consumed over a million dollars' worth of American goods.[30] A smuggling trade between Hawaii and California began at least as early at 1804.[31] During the Mexican period this increased, and fell largely into the hands of the American firms at Honolulu.[32] The same firm also engaged in seal-skinning on Guadelupe Island, and traded with Okhotsk and Petropavlovsk in Siberia.[33] The discovery of gold in California still further increased the importance of Hawaii as an ocean emporiam.

The letters printed below belong to this period. They are selected from the out-letter book of Bryant & Sturgis, and the in-letter book of Marshall & Wildes, prominent Boston merchants engaged in the Northwest Coast, California, Hawaiian Islands, and Canton trade.[34] The Bryant & Sturgis letters are undoubtedly written by the senior member of the firm, Capt. Bill Sturgis, who began his career at the age of sixteen as foremost hand on the ship *Eliza*, outward bound for the Northwest Coast and China, in 1798. After rising to master, and commanding several successful voyages, Captain Sturgis in 1811 formed with John Bryant of Boston a partnership which traded with many ports of the world.[35]. This firm acquired a strong position in the sandalwood trade by purchasing the famous yacht *Cleopatra's Barge*, and sending her our under Capt. John Suter, a veteran "Nor'westman."[36]

Josiah Marshall (1773-1841) was a native of Billerica, Massachusetts, who built up a mercantile and shipping business in Boston.[37] With him was associated, in a quarter interest, Capt. Dixey

30 *Hunt's Merchants' Magazine*, IX. 117-19.

31 Delano, *Voyages*, 397.

32 Marshall MSS. and Dana, *Two Years Before the Mast*.

33 Charles Brewer, *Reminiscences*, 35-44.

34 These letter books are among the MSS. collected for the Harvard Commission on Western History by Mr. Thomas P. Martin.

The Bryant and Sturgis MSS were donated by a descendant of John Bryant. Some in-letters of this firm are in the Hooper-Sturgis MSS. in our cabinet, but none from the Pacific for this period. The Marshall MSS. were deposited by Mrs. John H. Morison (Emily Marshall Eliot), a great-granddaughter of Josiah Marshall. The out-letter books for this firm have disappeared. The value of such material for the history of American commerce and expansion is self evident. Hundreds if not thousands of even more valuable commercial MSS. are today lying neglected in offices and garrets, and every year a part of their precious remnant is lost through indifference and ignorance. It is hoped that the owners of such material, who may not wish to donate it outright will for the sake of its preservation place it in some safe repository. The Massachussetts Historical Society and the Harvard College Library are always glad to store historical MSS. free of charge.

35 See his Memoir, by C. G. Loring, in *Proceedings*, VII. 420.

36 For John Suter (1781-1852), see my *Maritime History of Massachusetts* (1921).

37 Very little is known of Josiah Marshall. His rise from Cambridge Street to Franklin Place, and from "grocer" through "W. I. goods" to "merchant," may be traced in the Boston directories. Mr. Marshall was perhaps more famous for his beautiful daughters than for his wealth. A portrait, now in the possession of his descendant, John Carter Brown Woods, of Providence, is reproduced in Frank B. Kingsbury, *Marshall Family Record* (Keene, N. H., 1913), 9. This work is in error in stating that one of Marshall's vessels took the first missionaries to Hawaii. The *Thaddeus* did not belong to Marshall. Dixey Wildes commanded the Lymans' ship *Atahualpa* in 1800, and Marshall's ship *Paragon* for several years before 1820. He was elected president of the Boston Marine Society.

Wildes, who had made several voyages to Canton and Hawaii since 1800 in command of various vessels. The letters to this firm are mostly from its agents in Honolulu, John Coffin Jones, Jr., who had already visited the Islands, and returned on one of Marshall's smaller vessels in 1820, bearing a federal commission as "agent for commerce and seamen."[38] Mr. Jones evidently had a mercantile establishment of his own at Honolulu, besides acting as agent. His disposition was so unsteady and irascible that Marshall first and last had a good deal of trouble with him. His professional pealousy of Capt. John Suter will be noted in his correspondence. Toward the missionaries' efforts to uplift the Hawaiians, Mr. Jones expresses the traditional trader's antagonism.[39] The picturesque, if promiscuous, royal personages of Hawaii interest him only as middlemen for sandalwood. But the letters do relate, as no description can, the importance of Hawaii in the Canton and Northwest Coast trade. Honolulu was the headquarters for a business that reached out to Puget Sound for furs, to the California coast for hides, and to Canton for teas and silks and the other Oriental luxuries, the distribution of which contributed greatly to the wealth of Boston during the early nineteenth century.

As early as 1823 there were four mercantile houses in the Islands: Hunnewell's, Jones's, "Nor'west John," DeWolf's (from Bristol, R. I.). and another from New York.[40] The little community of respectable traders and missionaries, with a disreputable fringe of deserters from merchantment and whalers, was so predominantly Bostonian that "Boston" acquired the same connotation in Hawaii as along the Northwest Coast. It stood for the whole United States.[41] Hawaii had, in fact, become an outpost of New England. The foreign settlement at Honolulu, with its frame houses shipped around the Horn, haircloth furniture, orthodox meeting house built of coral blocks, and New England Sabbath, was as Yankee as a suburb of Boston.[42]

38 J. M. Callahan, in *John Hopkins Studies*, XIX, 39, *n.* John Coffin Jones, Jr., was baptized by the minister of Brattle Street Church, Boston, on June 26, 1796. His father (1750-1829), H. C. 1768, was a well-known Boston Federalist, owner of much real estate in the city and state, and partner of Thomas Lee in mercantile and shipping business. J. C. Jones, Jr., remained U. S. commercial agent at Honolulu until 1837, became a shipowner on his own account, took an active part in the early California trade, and married a native Californian, who was still living in 1885. H. H. Bancroft, *Pacific States*, XXI, 694. The Boston Athenaeum has a small oil portrait by a Chinese artist of "Tammahammaha" (Kamchameha I), presented by J. C. Jones, Jr., in 1818. There is an engraving of it in J. J. Jarvis, *History*, 206.

39 While writing this paper, I read in John Dewey's article, "The New Leaven in Chinese Politics" in *Asia* of April, 1920, p. 271, "Many western business men especially deplore the attempts of missionaries to introduce new ideas." The Rev. Hiram Bingham pays his respects to Mr. Jones in his *Residence of Twenty-one Years*, 137.

40 C. S. Stewart, *Journal*, 154.

41 Jarvis (*op. cit.* 194) states that the Islanders spoke of Americans generally as Bostonians as early as 1804.

42 See Francis Warriner, *Cruise of the U. S. Frigate Potomac* (1835), 224.

The Boston traders brought back something more than wealth. Their acquisitions in the way of feather garments; native carving, tapa cloth, and heathen idols, founded the rich Hawaiian ethnological collections at Cambridge and Salem. Hard, practical, unsentimental men that they were, yet the virgin charms of those enchanting islands, the eternal summer, the white surf-rimmed beaches, the verdure-clad mountains, rising directly from the sea into cloudland, and the kindly hospitable natives made an impression so deep and lasting as to draw their descendants thither with irresistible force, this centennial year. May the next century draw even closer the bonds that have long existed between Boston and Hawaii.

S. E. Morrison.

The following documents were submitted with the above paper:

Byrant and Sturgis to John Suter

Boston, June 20, 1820

Sir,—We have conversed with you so fully on the subject of the present voyage, that we should not think it necessary to be very particular in our instructions were it not for the possibility that some accident may deprive us of your services in which unfortunate event it would be necessary your successor should be apprised of our general plan—This expedition is to consist of *three vessels* all of them to be in some measure under your direction. The *Cleopatra Barge* of which you have the immediate command, is intended to be sold at the Sandwich Islands. She will be followed in a few days by the brig *Lascar* at present commanded by Mr. Harris, and it is our intention to send, either immediately or some months hence, a large ship for the purpose of carriag to Canton the proceeds of the *Barge* in Sandal wood. Should you succeed in selling the *Barge* [you] are to leave some prudent and trusty person to collect the wood which you may agree to receive for her and go yourself on board the *Lascar* to the North west coast where you will remain as long as you think proper and then resign the command of her to Mr. Harris or some proper Person, take the skins you have collected and proceed to Canton and Home. Should you not be able to sell the *Barge* at the Islands on arrival, you will then prepare her for the coast and take both Her and the *Lascar* under your direction remaining on board of whichever of them you please. We

43 Byrant & Sturgis MSS. These are the general instructions for an expedition consisting of brigs *Becket* and *Lascar*, ships *Tartar* and *Mentor*, and the *Barge*. Captain Suter's log of the voyage out is in the Essex Institute, and a fragment of his journal at the Islands is in the Boston Marine Museum.

have very little doubt however but that you will be able to make a favorable sale of the *Barge* at the Islands and in this case you must endeavor to make your agreement with the King in the clearest manner, stating how many piculs of wood you are to receive, what the quality is to be and where it is to be delivered to your Agent. Should you leave the Islands before the Ship gets out you must agree with the King to put the wood on board her and direct your agent accordingly. Your contract with the King ought to be made in the clearest and most particular manner *in writing* and signed by proper witnesses, leaving one copy with your agent and taking one with yourself. If a Ship is sent soon after you it may be practicable to make some arrangement for her to carry down your own wood and return for a freight or carry some part of a cargo for the King the first time and agree to bring him out the proceeds in Canton goods on conditions of receiving a quantity of wood on your return equal to what you carried down for the King. It would not be best to make such an arrangement unless you was to be well paid for it because a good Freight might be offerd in Canton for the Ship to go to Europe or come home. If you find it impossible to sell the *Barge* at the Islands, either going out, or after being one season on the coast, it may be best to send down your collection of Furs in the Ship, if there, or in the *Mentor,* or some other vessel and go yourself with the *Barge* to Lima or some part of the Spanish coast and there dispose of her, or keep on the North west coast as long as there was trade enough for her and the *Lascar.* If when you get to the Islands going out you find such great changes as induce you to think there is little chance of selling her, you must write us by every opportunity, and we will send out more cargo to keep her and the *Lascar* employed on the N. W. Coast, and indeavor to have it out there in time. You will probably get to the Islands in time to write us by the *Ann* or *Volunteer,* or by some other vessel. In this case write us very particularly, say what your prospect is, what articles are in demand and give us all the information in your power, inclose these letters to James P. Surgis & Co,[44] *unsealed* and ask them to have them copied and send us one by every vessel from Canton, that we may be sure to get them early and give the same orders to your agent. We must leave to your judgment at what price to sell the vessel. You cannot calculate on more than Seven Dollars pr Pickel for Sandal Wood of good quali-

44 One of the early Boston firms at Canton, later consolidated in Russell & Co. James Perkins Sturgis (1791-1851) was one of the sixteen children of Russell Sturgis (1750-1826), who married Elizabeth, sister of Thomas Handasyd Perkins. He lived at Canton twenty-five, and Macao eighteen years, and was at one time United States Consul at Canton.

ty. The price you may be induced to take for her may depend in some measure on the prospect on the coast, but we much prefer her being sold if it can be done on good terms, as 'tis possible we may send out some small vessel to be a tender to the *Lascar* if we can meet with one on good terms. We agree to allow you as full compensation for your services Eight pr. cent on the nett proceeds in America of all property collected by you in any of these vessels, Also the same on any Freight which you may obtain, Wages pr shipping paper. Should you find it necessary to make any sacrifice of your own interest for the good of the Voy [age] we will make you such remuneration as any impartial Person shall say is fair and equitable. We have agreed with Mr. Harris to give him one pr cent commission as mate of the *Lascar* and six pr cent when he becomes master. If you find it necessary to take both vessels on the coast you will probably keep one in charge of Mr. Harris; if so, he will expect some additional pay beyond the one pr. ct. You must agree with him what his additional pay shall be while you remain and as you will receive your 8 pr cent on the whole collection made while you remain on the coast you must be charged with whatever is paid Mr. Harris beyond the 1 %. All property sent to Canton you will consign to James P. Sturgis & Co. Mr. Butler is to have $25 pr. mo. till you leave to come home. He is then to be first mate of the *Lascar*, and have $20 and 1 %. Whenever you leave the Pacific Ocean you will endeavor to leave the *Lascar* with the best officers and crew. All whom you discharge abroad you will pay off on the spot if you can, if not you must give them orders on us, taking care to settle and keep copies of their accounts and take receipts in full. If you have any troublesome men or useless officers get rid of them soon as possible. If you discharge men abroad and pay them from the Cargo you shall receive your commission on the amount. As your interest in this Voyage is the same as our own we leave you at liberty to manage with the property under your charge in such ways as you may think for interest of all concerned. We wish you to be particular and keep an accurate account of all property that is transferred from one vessel to the other as Capt. Porter will be an owner in the *Lascar* and not in the others. We will thank you to embrace every opportunity of writing and give us all information that may be useful. Whenever you supply the officers or crew with any article let them know the price at the time. You will converse freely with your officers during the passage and advise them how to proceed if any accident hap-

pens to you. Wishing you a pleasant and prosperous Voy. and safe return. We agree to allow you privilege from Canton in the ship free of expense. We are your Friends.

Bryant & Sturgis

June 20, 1820. I acknowledge the foregoing to be a copy of the orders I have rec'd for my government in the Brig *Cleopatra Barge* and agree to conform to the same to the best of my judgment.

John Suter

BRYANT & STURGIS TO JAMES HARRIS

Boston, July 17, 1820.

Sir,—You being appointed to take charge of the Brig *Lascar* for the outward passage and it being the first time you have been placed in so responsible a situation, we think it proper to give you directions for the future part of the Voyage. you will shape your course so as to bring you to about the longitude of 32° or 34° when in Latitude of 30°. Here you may expect to take the N. E. trades. Then steer so as pass about 2 or 3 degrees to the Westward of the Cape de Verd Islands and endeavor to cross the Line any where between Longitude of 23° & 29°. You will lose the N. E. Trade in Latitude 8° or 10° North and have light southerly winds, calms and squalls till you get to about 2° north, when you will probably find the wind incline to SSE and round to SE. You need not be afraid of falling to leeward on the Brazil coast if you cross the line any where to the Eastward of Longitude 30°, but if you get to the Eastward of 25° you will be in danger of long calms. after crossing the line, keep a good full and run along about 3° or 4° from Cape Rio. *by all means* go to *westward* of the Faulkland Island, pass in sight of the east end of Staten Land (called Cape St. John) and don't be afraid of the land off Cape Good Horn. It is best not to go much if any to Southward of the little Island of Diego Ramirez as the passage is very good and clear between that and Cape Horn. You will find a constant current off the cape, setting to the north East, and the only difficulty is after passing Cape Horn to get a wind that will enable you to make a slant along the Shore to the northward. You had better be on the safe side when approaching the Sandwich Islands and take care to get in their Latitude 3° or 4° to windward as 'tis much easier to run to leeward than to beat up. . . .

You will employ the crew on the passage in getting her ready for the coast, always remembering that we want every thing done to keep her tight staunch and in good order, but would not waste a

dollar for Show. Be very careful of your Stores and provisions, put the Crew on regular allowance and take care that they have full weight and measure. We earnestly desire you to treat them well. give them good language and good usage and they must be very bad if they make any difficulty. The success of the voyage depends very much on preserving peace and harmony on board and should you find any one particularly troublesome endeavor to get rid of him at the Islands and pay him off.

If the *Barge* is sold at the Islands, Capt. Suter will take on board as many of her Crew as he thinks necessary. Should you not join this vessel at the Islands, you must Ship good Stout natives enough to make your complement twenty-two *all told* on board. Agree to pay them regular wages, Charge them what clothes and what you furnish them and when you return to the Islands pay them the balance of their wages in such trade you have left that they want. We hope you will not bring home more men than you carry out, provided you can dicharge them with their consent, as the present crew is quite large enough to go to Canton with. You may furnish the crew with clothing and any other articles of trade, taking care that they do not take up more than is due to them. Charge them one hundred per cent on the Invoice price of clothes. Boots, Shoes and all articles necessary for their comfort, and for any thing else that they take up charge the same price as you are selling it for to the Natives. Always tell them the price when they take the article. Should any one be discharged during the Voyage remember to deduct his advance wages and orders (if any) before paying him off.

Should you go on the coast without Suter you will consult with Porter who is an Owner in your vessel. You will make as large a collection as you can which must be sent off by the *Mentor,* or if She does not come off then send them by some other vessel, agreeing to pay them the usual Freight which is two and an half per cent on the Sales in Canton. Take three Bills Lading for what Furs you send by any vessel. Keep one yourself, send one to James P. Sturgis & Co., Canton, to whom you will consign the Furs, and send the other Bill Lading to us. Be as economical of your Cargo as you can, but endeavor to get your full share of all the Furs on the coast. You are not limited as to time but may stay as long as your Cargo and provisions hold out. If you stay more than two seasons you may send off your Furs at the end of the second season by any vessel that will take them on the usual terms. . . .

BRYANT & STURGIS TO JOHN SUTER

Boston, July 18, 1820.

We are still of the opinion that it is *very desirable* to sell the Barge immediately. there will be a great advantage in getting our wood to Canton before Wilds gets out there. Marshall has bought a little Schooner which he means to have ready to send out as soon as Wilds arrives from Canton and he expects him every day. Mr. Bryant has gone to N. York to try to find a little vessel to send out to you as a tender, but has not succeeded as yet. If we find one to suit we shall buy her.

. . . . . .

There will be a good many vessels sent out. Marshall has the Schooner and his two new Brigs and perhaps some others may be sent, so that there will be more vessels there for sale next winter than they can want or find wood to pay for besides, we shall buy a small vessel and send out if we can find one to our mind and in that case you would have more vessels on the coast than you would know what to do with. we mentioned to you the possibility that you might make a bargain with the King to sell him the *Barge* and take one of his little vessels in part pay that would do for a Tender, but you must use your judgment about this. only endeavor to sell if possible, for we do not think there will ever be a better chance. say to the Missionaries that we shall bring the frame of their House in the *Tartar* free of freight, and as we do so much for them they must aid you if they can. There are several things for the *Lascar* which we shall send in the *Tartar* as the Brig is full. will write again fully by the *Tartar,* and are must truly Your Friends, &c.

Byrant & Sturgis.

JOHN COFFIN JONES, JR., TO JOSIAH MARSHALL.

[Brig Tamahourelanne]
Nooeva Bay, April 11th 1821

SIR,—It affords me much satisfaction, tho at this late period; to advise you of our safe arrival at the Island of Nooheva,[45] all well; fortune who sports with the vain wishes and prudence of men has given to us an e[t.r]nal proof of it, One hundred and eighty days had elapsed ere we had cast anchor at this Island, we have encountered nothing but adverse winds and rough weather since our departure from Boston. the elements have been at war against us but it is hard to contend with fate. We have repaired the Brig

45 Nukahiva Island, one of Washington group in the Marquesas, discovered by Captain Joseph Ingraham of Boston in 1791, and the scene of Melville's *Typee*.

and take our departure for Roberts Island on the morrow, where having painted the vessel we shall make the best of our way for Woahoo.[46] When we again write you we trust it will be to advise you of success to our utmost wishes.

All is well nothing new to communicate; Please remember us to our friends and oblige your Obdt. Sert.

J. C. Jones, Jr.

P S. We forward this by an English whale ship bound to the Coast.

I have the pleasure this day of announcing to you, the arrival of the Brig *Inore,* Capt. Grimes, she has just come round from North Bay, nothing new; has experienced heavy weather off the Cape she will proceed with us to Roberts Island.[47]

The *Inore* has lost her long Boat[48]

WILLIAM FRENCH TO JOSIAH MARSHALL

Canton China, June 30. 1821.

DEAR SIR,—Your by the *Archer* came duly to hand, also the box containing two thousand dollars and keg of lamb skins. the skins were entirely ruined by the Worms and will not bring anything.

I am sorry to hear my goods are not sold, though from the small quantity shipped last season I think they cannot sell at a loss. . . . China goods are lower here at present than they have been for a number of years past, large purchase have been made in 18 tale crapes at 5.40 @ 5.50 of good quality and many other goods equally low. I have formed a connection in business here with Mr. Timothy G. Pitman, of Boston, a young man of the first respectability, with a capital of Twenty thousand dollars, all of which he has accumulated in this place within a few years, and has a very liberal share of Commission business. The transient commission business which I have been favored with here, has far exceeded my expectations, which has induced me to make this permanent stand here for

46 Oahu, the isand on which Honolulu is situated.

47 An old name for another island of the Washington group, first visited in 1792 by the ship *Jefferson* of Boston, Capt Josiah Roberts. Delano, *Voyages,* 28; I. *Collections,* IV. 242, ff.

48 Charles Brooks' *History of Medford,* pp. 363, 368, states that the brigs *Tamahourelanne,* 162 tons, and *Jones,* 163 tons, were built by Thatcher Magoun at Medford in 1820 for Josiah Marshall, then taken to pieces and shipped to the Islands aboard the brig *Thaddeus.* These letters prove that both brigs (*Jones* being an evident error for *Inore*) were sailed around the Horn to Hawaii.

49 William French, who addresses Josiah Marshall as "uncle" in a subsequent letter, must have been a son of William French of Billerica, Massachusetts, who married Marshall's elder sister Rebecca. (*Billerica Vital Records.*) He afterward conducted a mercantile business at Honolulu, and traded by small vessels with California, Mexico, Canton and Siberia. *Sandwich Island Gazette,* Aug 13, 1836, 4; R. B. Forbes, *Personal Reminiscences,* 92, ff.; Charles Brewer, *Reminiscences,* 35, ff.

the present. We have taken a lease of the Hong formerly built by the Danish East India Compy., on a lease of five years with permission to relinquish it sooner or retain it longer at our pleasure, we have also obtained lease of the China Govt. to build three new Factories, two of which are completed, the foundation laid for the third which will be done in all August. we shall retain only two for our own use, the others (six in number), we are renting out at a very handsome advance on our lease. . . .

It would be money in your hands to pay a commission on your whole business in Canton, if you have an agent here to pay proper attention to the business and take advantage of the market. . . . . Mr. Cushing's silk cost him from 10 to 15 pr. ct. less, than those purchased by regular supercargoes who remain here on two & three months. I shall pay particular attention to the commission business myself, and I have no doubt from your friendly letters, but you will assist me all in your power, and also favor me with as much of your business as may be consistent with your Interest. . . .

ELIAH GRIMES TO JOSEPH MARSHALL

Woahoo, July 5th, 1821.

DEAR SIR,—On my arrival I found Capt. Brown anxiously awaiting for me, who had heard of me at Iuan Fernandez, where I was compelled to stop for water, having been nearly six weeks on three pints, owing to a long passage and bad casks, which three of them leaked out. the weather off Cape Horn was very severe so much so that I lost both boats, Camboose house, spars, bulwarks, rose the starboard plank shire about ¾ of an inch, washed two men off deck fortunately got on board again. . . .

On the 25th [April, at the Marquesas], the whale boat was stolen by Charles Avery, John Wilson and the Islander I took from Boston, and took her to the north part of the Island where I had been. on the 30th I went where the boat was in company with the Brig and Ship *Charles*, Capt. Lock, who very politely offered his services. After a few hours detention I obtained the boat by making a few presents. I did not stop for the people as I found it would detain me some time and would be attended with difficulty, I made the best of my way back and landed Mr. Ross at Lewis bay. on the 3d of May bore up for the Sandwich Islands and arrived on the 23d at Woahoo. At present I am not able to inform you what will be done immidately. The Schooner *Eagle* was at Atooi when I arrived. on her return I found her very much out of order, hove her

out coppered her keel and from light water mark to her bends, Put on a false keel, found the mainmast very rotten in the wake of the partners, fore yards badly sprung which both has been well fished. Fore and main channel we have been obliged to put preventer chains on as the sides were pine, the old bolts had become loese and leaky. she has been caulked outside, the decks half done and will soon be ready for sea. I think you will have reason to regret with me for not putting on board the *Paragon* a California cargo, as I requested before sailing, which the *Eagle* would answer—the only place she is fit along that coast. The N. W. coast has become very dangerous, without a large compliment of men well armed, which cannot be procured, neither blunderbusses nor swivels sufficient nor guns suitable for her. If I can collect a small cargo for California I will improve it immediately, it being too late for Beerings Straits. It would have been a fortunate thing had you bought the *Barge,* as it would increase your capital near one hundred thousand dollars not only the profit of the vessel, but would have prevented that concern from entering into this trade, their agent believing they have got such foot hold they wrote four months ago for a ship of two hundred and fifty tons and a large amount of goods such as best cloths that come out in the *Paragon.* here is a powerful opposition to contend with. Capt. Ebbets and Davis are very popular at the same time conduct themselves in the most gentlemanly manner towards all concerns while their others are trying to injure. Your in haste.

Eliah Grimes

JOHN COFFIN JONES, JR., TO MARSHALL & WILDES.

Woahoo, Village of Hannarorah,[50] July 6th, 1821.

GENTLEMEN,—I embrace this opportunity of writing you by the *Alexander,* Capt. Commeford who arrived here yesterday and sails this afternoon for Canton, I have to regret that I cannot offer you a more flattering account of our prospects in this quarter of the globe, than those which it is my duty to lay before you. We arrived at the Island of Woahoo on the 20th of May and came to anchor outside the reef, I immediately went on shore and consulted with Capts. Brown and Babcock with respect to further proceedings. I received their advice to proceed to Atooi and dispose of the Brig and Cargo on the best terms and deliver the Brig up as soon as the bargain might be closed; in four days after we were at Atooi; I was received with every attention and honour and welcomed by the King. I found that Tamoree had bought the Brig *Becket* and cargo

for 3200 piculs of sandalwood and also Capt. Ebbets at Anchor in the Ship *Wm and John,* selling his goods at first cost; I almost dispaired of doing anything, knowing what I had to contend with. I delivered your letter to the King and offered him the Brig and Cargo he replied that he had bought another Brig and wanted no more; I treated him with every attention and honour, made him handsome presents and gave him elegant dinners. after much trouble and difficulty I succeeded in selling the Brig and Cargo including the house for 7700 piculs of wood payable in one year, the Boat he has given me an obligation to pay when she will be finished, per twice full;[51] after receiving the kings notes and obligations, I gave up the Brig, leaving Capt Marsters to superintend the building of the boat and house, and returned in the schooner Woahoo; I endeavored much, but found it impossible to obtain dollars of the King and therefore gave it up. Our worst enemy at Atooi, I found to be Mr. George Tamoree.[52] he endeavored all in his power to prevent the sale of the Brig but fortunately he has no influence with his father, he has become a worthless disapated fellow, of no advantage to any one. Since the departure of the Ship at Atooi they have not cut a single stick of wood they have done nothing but dance and amuse themselves; however they now seem determined to make every exertion to pay all their debts when I left Atooi every man was gone to the mountains, I have no doubt but Tamoree will be honorable. Our prospects at the Windward Islands are rather gloomy the *Inore* is not sold and but little of the Ships cargo disposed of, the King and chiefs show no disposition at present to purchase, they are owing at least 18,000 piculs of wood, which do their best will take them a long time to procure, I think however when they can see their way clear to pay, they will take the Brig & Ships cargo. The King, Queens, and Chiefs are at Woahoo devouring all before them, provisions of every description are dearer here than perhaps any part of the world. The King has but little command, Pitt and Carimano do most of the business, John Adams has charge of Owhyhee, Cox, is here and Boka also.[53]

50 Honolulu. The missionaries had not yet standardized the spelling of Hawaiian names, hence the wide variations.

51 This refers to the method of selling boats and vessels. A hollow the exact dimensions of the boat's hull was made on the beach—and filled once or twice full of sandalwood according to the bargain.

52 George P. Tamoree, or Kaumualii, was a son of the king of Atooi or Kauai, the last island to be conquered by Kamahameha I. George was intended for the Cornwall mission school, but preferred to fight in the American navy during the war of 1812. He returned to Hawaii on the *Thaddeus.*

53 "Governor Cox" was English nickname of a native Chief. "John Adams," the governor of the Island of Hawaii, was his brother. "The name of Adams was given him, when a child, at the time the Presidential chair of the United States was occupied by our venerable countryman of Quincy. He considers the name a great honour, and prefers it, in being addressed, to any other." C. S. Stewart, *Private Journal* (1828), I, 119.

The Schooner *Eagle* is here overgoing a repair, as the season is so late it will be of little use for her to go to the Coast, I believe however Capt. Brown is determined to send her; had we a cargo for California, from correct information, I think we might easily obtain a thousand otters, however as we have not we must do the best we can. Capt. Suter has done every thing in his power to injure our concern, and not without a great effect; I forbear to relate to you the infamous falsehoods that have been circulated by that man respecting yourselves. acts that are unpardonable have been committed, and deeds that would disgrace the meanest wretch have been perpetrated by that men; my pen almost recoils from writing his name; but the triumph of falsehood is short and I trust in God that we who have made integrity our guide will yet reap abundantly the fruits of our labours. French John is the King's right hand man, and whatever he says is law. this man Suter has got completely under his thumb by constant flattery and bribery, he consequently acts against us. Till now I never knew the rascality of mankind, every one here is ready to cut his neighbors throat, truth never is spoken, treachery is the order of the day, I am disgusted with my fellow man—Crimakoo[54] goes from here tomorrow in the *Bordeaux Packet* for Owhyhee and will return in a few days, when as he has promised he will decide whether he takes the Brig or not, should we be able to close with him it will be a long time before the wood could be collected say two years.

The Sandwich Islands are not what they were two years ago they are glutted with every merchandize, and vessels more than they know what to do with, even the elegant Brig *Cleapatras Barge*[55] which they purchased more than a year since and for which they have not yet paid a single stick, they would willingly pay Capt. Suter a thousand piculs if he would take her back; they are sick of trading, all their subjects are complaining and endeavoring to influence them to purchase no more, what will be the final event is difficult to determine.

In the *Tamahourellanne* we met with no success at the Marquesa. we found them at Noohevah returned to their savage state, not a stick of wood to be obtained, we landed Titarro and in three days started for Roberts Island, in going out of the harbour we fell in

"Carimano" is Kaahumanu, one of the Queen Dowagers, and also married simultaneously to George Tamoree and his father. "Billy Pitt" was the English nickname of the King's prime minister: Boki was his brother.

54 Kalaimoku, the prime minister, generally known as "Billy Pitt."

55 There is a lithograph of the *Cleopatra's Barge* lying at anchor in Lahaina Roads, in C. S. Stewart, *Private Journal of a Voyage*, (1828), 172; also reproduced in my *Maritime History of Massachusetts*.

with the *Inore* Capt. Grimes, when both brigs bore away for Roberts Islands, arriving there we found to our mortification a heavy sea continually rolling in to the bay, and the wind continually out rendering it impossible to get in without we might warp, and then nothing could be done to the vessels. finding this to be the case, it was judged advisable to return to Nooheva, which we did after Capt. Grimes and myself had ascertained respecting birds nests. we first obtained one of the birds which proved to be of the species of gull. we next with great hazard and difficulty ascended the steep bluff rock, and to our mortification discovered that these birds built no nests but deposited their eggs in the small crevices of the rocks, thus were we disappointed. after refitting the Brig in the best possible manner we proceeded to the Sandwich Islands where we arrived as before related.

Capt. Davis[56] is residing here, the *Arab* has gone to Sitka, Capt. Blanchard[57] takes passage in the *Alexander,* he leaves Mr. Hunnewell behind to collect his wood, he has about 400 piculs owing him; he goes home I understand with the idea of coming out in a ship for Bryant & Sturgis to be sold here, this however is only report; Capt. Pigot in the *St. Martin* with several Americans have gone to settle Fannings Islands, there is plenty of lamar[58] and Tortoise shell at those Islands; The Brig *Pedlar* of Newyork is on the Coast she did nothing at these Islands. Capt. Harris is also on the coast, their prospects are bad. Capt. Ebbets is building a beautiful pilot boat at this Island. she will be launched in a few days and is probably sold. We are at present keeping store in the lower part of the wooden house, the upper room is finished in an elegant style and very much admired by the Chiefs. we had a dinner in it on the 4th inst. I can not forbear mentioning to you the service Mr. Elwell has been and now is to our concern, all speak of him in high terms, had he not remained I dont know what would have been the fate of the property left, behind, let me recommend him to your kind notice. I need not add that at all times I shall use my best exertions to promote your interest and trust that I shall ever deserve your approbation, my only wish is that Capt. Wildes was here. We com-

56 William H. Davis. See p. 18, *supra.*

57 Commander of the brig *Thaddeus,* that brought the first missionaries to Honolulu.

58 *Beche de mer* or trepang, a kind of sea-cucumber that was collected and dried for the Canton trade.

59 "May 23, 1820, arrival of the brig *Pedlar.* Captain Meek, bringing the first letters from the Board and friends in America." Journal of Elisha Loomis, in O. H. Gulick, *The Pilgrims of Hawaii,* 83. The *Sandwich Island Gazette,* I, no. 1 (July 30, 1836) mentions "the enclosure of Capt. John Meek" at Honolulu. There was also a Capt. Thomas Meek of Marblehead, who settled in Honolulu, married a native woman and became a government pilot. John D. Whidden, *Ocean Life in Old Sailing Ship Days* (1908), 63; Brewer, *op. cit.,* 27, 32.

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56 William H. Davis. See p. 19, [illegible].

57 Commander of the brig *Tuscarora*, that brought the first adventurers to Honolulu.

58 *Lamar* [illegible] of tropang, a kind of mountain [illegible] was [illegible] the Eastern trade.

59 "May 25, 1830, arrival of the brig *Pearl*. Captain Mack, bringing the first letters from the Board and Friends in America." Journal of Elisha Loomis in G. H. Hall, The Pilgrims of Hawaii, 68. "The Sandwich Island Gazette," I, see 1 Aug. 1833, [illegible] "the expressions of Capt. John Mack" at Honolulu. There was also a [illegible] Thomas Mack of Marblehead, who settled in Honolulu, entered a native woman and became a [illegible] pilot. John D. Whidden, Green Life in Old Sailing Ship Days (Boston, Mr. Brewer, no. 37, 37, 42.

mence building the ten foot house (brought out in the *Neo*) the next week. An opportunity will offer shortly of forwarding letters by way of Cape Horn, when I shall write more particular. With respect I am, Gentlemen, Your Obdt. Servt.

J. C. Jones, Jr.

JOHN COFFIN JONES, JR., TO MARSHALL & WILDES.

Island of Woahoo, Oct. 5th, 1821.

. . . . . .

King Rheo Rheo is only a boy, pleased with a rattle tickled with a straw, rum is his god, scarce have I seen him sober, he is flying from one Island to another, devouring all before him about two months since in one of his frolicks, he started with about 30 in a little pleasure boat, and the next day landed at Atooi, soon followed him all the Chiefs and Queens in the *Barge, Neo, Bordeaux Packet* and *Inore,* there they commenced their round of dissipation and put a stop to all business on that Island, every man was recalled, from cutting wood And mirth was the order of the day; I was present when Tamoree gave every thing he possessed to Rheo Rheo and acknowledged him to be his king, he went so far as even to carry his powry dish behind him wherever he went. after having visited every part of the Island, Rheo Rheo returned a few days since in the *Cleapatras Barge,* and has brought up Tamoree with him, for what purpose we know not. some say he will never return, I do not think so myself; all their vessels are here in harbour, and their intention at present is to visit all the windward Islands, we shall do our endeavors to prevent this, Tamoree is fast growing old, and I think is not long for this world, should he pop off I tremble for the consequence. Pit is here, he returned yesterday from the mountains where he has been cutting wood for the last five months, he is almost worn out, Cox has charge of Atooi, John Adams is at Owhyhee, Carhamario is at the leeward part of the Island, she and Pit are the only persons we put any dependance on they have some sense of propriety and integrity.

Had the *Cleopatras Barge* never have come to these Islands we should in all probability have made as great a voyage as ever was performed in these seas, that vessel is so superior to any of ours, that they will scarce look at them, had the sale of the *Barge* been managed right, she would have sold for 12000 piculs as quick as she did for 6000, they almost adore her; Suiter has done every thing to injure us, and succeeded in some degree, he has persecuted our concern to an overbearing degree; every foreigner in this country is

ready to cut his neighbors throat, truth is a stranger here, the Sandal-wood fever will deprive some of their reason.

Our expenses at these Islands will be much greater than they were on previous voyages, Provisions are much dearer here than in Boston market; every pound of pork we have bought has cost 16cts., potatoes $4 a barrel, other things in proportion. the *Paragon* has expended nearly all her salt provisions, if she stays much longer she will eat us out. labour too is also high, we have to pay one dollar per day for Conacars,[60] and have been obliged to hire a large number, the *Paragon* has now only 3 men before the mast belonging to her, the *Inore* not one, Capt. Brown has been confined with a white swelling about two months. he is now recovering; Babcock is here not of much use to any one. I have determined myself to stop here till the next year considering the large property we shall have here, in that time I hope to sell everything and collect the funds; I shall at all times use my best endeavours to promote the interest of the voyage and hope when it shall have terminated to meet your approbation. With Respect

J. C. Jones, Jr.

Island of Woahoo, Nov. 5th, 1821.

. . . . . .

The small schooner brought out in the *Inore* was launched yesterday. we have named her the *Boston,* she will be fitted as soon as possible, and probably sold for twice full. The wooden house is set up and in great forwardness. King Rheo Rheo is at Owhyhee; Tamoree is here and has married Carhamano, they intend going to Atooi shortly. The Brig *Thaddeus* Capt. Sumner arrived this morning from Kamschatka with a cargo of fish, cordage, and axes. . . .

Island of Woohoa, December, 23d, 1821.

GENTLEMEN.—The Brig *Pedlar* Capt. Meek sails on the morrow for China by her I have the pleasure to advise you of the safe arrival of the Brig *Owhyhee,* Capt. Henry, One hundred and forty nine days to this Island, she is now in Harbour and striped, caulking and putting in order for the coast; her cargo for the coast is excellent indeed, perhaps never a better went to that market, she will have many to contend with in that part of the world, but with her superior goods, and the good skill and management of Capt. Grimes I think she will be able to weather other adventures. The articles designated for the Islands are good and in some demand, but they are charged so enormous high that if the Invoice exhibits the true cost, we cannot dispose of them for any profit. You have limited

60 Kanakas.

the price of the Poca-ava beads to $5 pr string, this we never shall obtain, the market has already been stocked, and the highest offer we had had has been one dollar. The cordials also, we might sell the whole at two dollars pr. bottle, but the Invoice tells us that is only cost.

Capt. Grimes has returned in the schooner from California, he has done as well as might have been expected, his goods were not fit for that market, he has brought back in skins and money about $7000 and not expended $2000 of his cargo, had he have had proper articles he would have made a great voyage.

The *Inore* is sold and I am sorry to say for 3700 piculs of wood, we were obliged to close at that price, knowing that other vessels were on their passage to be sold here for what they would fetch what could be done with her however I know not, she has not even a single rope to set a steering sail, not a pound of provisions, not a single man belonging to her, could we have obtained no more than 200 piculs we should have been obliged to have sold her for that.

The major part of the *Paragon's* cargo is disposed of, the large guns, muskets, powder and hollow ware, will be a dead sett. Rum and Cloth are the only articles in demand and even those articles pay only a moderate profit. The *Paragon* may possibly sail from here in twenty or thirty days, she has now on board nearly 4000 piculs and we are using our endeavors to make up the 5000, when I trust she will be off. By the tenor of your letter to Capt. Brown you seem to calculate on 100,000$ in Canton this season, I think you will be fortunate indeed if your funds equal half that amount. I am fearful that wood will be a drug this year, owing to the large quantity that has gone down. Times I believe are as hard here as they are at home, the days for making a voyage to the S. Islands have past, the natives are now too much enlightened, they know well the value of every article, if they do not there are plenty of canting, hypocritical missionaries to enform them, even though unasked. It must be a long time before your business at these Islands will be closed, we have been obliged to trust them, and now we have got to fight for our pay.

Tamoree yet remains at this Island, he appears to have lost all his former activity and energy, relapsed into a state of stupidity and idleness. Carhamano his consort, is just emerging from a fit of sickness which brought her to death's door, she now appears only the shadow of what she formerly was. King Rheo Rheo is now at the Hedus, Owhyhee, he is expected here evry day, you might as

well however calculate on the wind. Two Russian discovery ships are now at anchor in this port, they are in want of nothing but wine and gin; had you have invested a few thousand dollars in the former article we might have sold it for money two hundred per cent.

The small schooner which was built at Atooi, is now here, she is finished in a most elegant manner, and reflects credit on Capt. Masters and the carpenter. Tamoree has consented to let Cox buy her, and we are about closing with him for 1200 piculs, which will be a good price for her, they are both beautiful vessels.

A great mistake has been made in sending so few men in the new Brig. Capt. Grimes will be obliged to ship whoever he can get, good or bad and at high wages; all vessels on the coast now have got double crews; the Brig *Frederick,* Capt. Stetson sailed from here yesterday, who came to these Islands from the Coast, for the purpose only of getting more men for himself and Capt. Clark, he has taken away about twenty. I trust you will have a ship here by September next, otherwise I do not know how we shall get the wood down, to pay two dollars a picul freight is too much, none will take it for less. By the *Paragon* I shall write you every particular, Your Obdt. Servt.

J. C. Jones, Jr.

Woahoo, Sandwich Islands, January 22d, 1822.

. . . . . .

We have now owed us at the Islands over 13,000 piculs, this will take some time to collect, especially at Atooi, but I have no fear but we shall eventually obtain all; the circumstance of Tamoree's coming up here and his marriage with Carhamano, has been of accountable injury to our cause, he remains here still, almost afraid to say his soul's his own, whenever he speaks of going to Atooi, his lady is immediately taken ill, he told me in confidence a few days since, that he was miserable, and wished the devil had Carhamano. whether they ever intend he should return is hard to say, some think not, the ways of these people are past finding out. Not long since I had a conversation with Rheo Rheo on the subject, I told him how anxious Tamoree was to return, reminding him of the large debt he was owing, he replied he was at liberty to go when he pleased, and if he could not pay his debts himself, he would, he would pay them for him.

The last accounts we have from Atooi, all the Chiefs and people had returned to the mountains to cut wood. Tamoree's former quean now rules at Atooi, the Brig is called hers, and she holds her-

self obligated to pay for it. we have her name to the obligation. As I have written you before our most bitter and professed enemy at Atooi is Mr. George Tamoree, one of the most finished rascals the Islands offers. his last act of villany has completely established him infamy; Capt. Masters came up here the last week his dwelling houses having been destroyed by fire, and who do you think was the incendiary, no one less than Mr. George Tamoree and merely because Capt. Masters denied him a bottle of gin; the amount of property destroyed including officers wearing apparel, &c., we estimated at 2500$ I immediately called on King Tamoree in an official manner stated to him the circumstance, and demanded redress, he was convinced of the magnitude of the crime and his responsibility for the loss, accordingly he promised to make good the amount destroyed; 250 piculs of wood have been put on board the *Paragon* to satisfy that demand. I expect to have a great deal of trouble and difficulty with Mr. George, I shall not give him any quarter. we have concluded it is best not to have any agent at Atooi as it will be an unnecessary expense, as fast as the wood shall be brought from the mountains we shall transport it in the Schr. to this Island. There is now a communication between this place and Atooi about once a week. Capt. Babcock and myself remain as your agents, and I trust at all times we shall be able to give you satisfaction, and succeed to your expectations; I shall return myself the next year. I hope to see a ship from you by August next. Mr. Elwell returns in the *Paragon*. Your Obdt. Servt.

J. C. Jones, Jr.

Capt. Eliah Grimes to Marshall & Wildes

In my last communication I mentioned California being more suitable for the Schooner than the NWN Coast, which has proved to be the case, as Capt. Stetson has been obliged to return to these Islands for armament and men for both vessels and says a vessel cannot cruise on that coast without a large compliment. . . .

[I] believe it best to combine both coasts in one that is the NW Coast from the month of February until August when the fishing comes on, leave there for California and cruise there until December, then leave for the Sandwich Islands, where I shall meet some one of your vessels, giving you such information as is necessary, in so doing I am confident it will be much more profitable and much less risk than being on the NW Coast in the winter season. I will here give you a short account of what was sold in California and what returns $1938.42 cts amount of goods sold. Cash

$4294.41 cts. Skins $656.07 cts. this will give you an idea what may be done on the Coast with a good selections of goods to the amount of from ten to fifteen thousand dollars. I am in hopes to get about four thousand dollars from Canton by Capt. Meek who goes down this season and returns the next to Norfolk sound, such articles as are wanted very much and may be got cheaper there than any where else, should that be the case I shall be well provided for both coasts next season, we are fitting the Brig with all possible dispatch and will sail soon as ready, in my next letter by Capt. Brown I shall be more particular respecting California I beg you will not be displeased in sending this letter under cover to Capt. Pratt as we believe some letters have been opened. Yours with esteem,

Eliah Grimes.

JOHN COFFIN JONES, JR., TO MARSHALL & WILDES.

Woahoo, August 10th, 1822.

In February last I chartered the Schooner *Eagle* to Wm. H. Davis for 1500 dollars, to proceed to Fannings Island in the Latitude 3'46" N Longitude 149" west. this trip she performed in forty days and brought back to Capt. Davis 120 piculs Beach De Lamar, the earnings of 12 months. The settlers at Fannings Island find that nothing will grow on the Island. Hogs, Goats and Fowls die immediately. Capt. Davis has since chartered an English Cutter to carry them provissions, she returned a few days since, this I think will be a losing business: The Brig *Quil* has been laying here all summer and done nothing, they have endeavored to sell the Brig and Cargo, but have not succeeded, I understand she is going to China for a cargo for the Spanish Main. The Ship *Tartar* returned here in May from Canton with a small China Investment; which she has sold to advantage: The King has also paid all but about 800 piculs of what was due for the *Barge* and has declined paying any more, and the *Barge* has proved good for nothing, every timber aloft her main mast is so defective that you can pull out any of her bolts with your fingers, her transom, &c. is all punk. she is now hauled up and condemned and will never leave the harbour again. So much for the famous *Barge*. Sturgis[61] may hang up his fiddle here, it is a fortunate thing that the *Barge* did not belong to our concern.

The Brig *Arab* Capt. Meek arrived here in June last from China with a full cargo part intended for the Russians and part for here she disposed of most of her cargo here and sailed in July for Nor-

61 William Sturgis of the firm Bryant & Sturgis.

folk Sound. The Brig *Pedlar* of New York is here with a China Cargo last from the Russian settlement. she took 10.000 seal Skins; he will dispose of the remainder of his cargo here in time. The English government have sent to the King of the Sandwich Islands a present of a Schooner of 50 Tons, this has made the English popular and been of much injury to theAmerican Trade.

During the summer the harbour has been crowded with whale ships, not less say than sixty; this has consequently made provisions scarce and dear, hogs twelve dollars, nothing but money, potatoes $3 per barrel, no tarrou to be had. We are now obliged to pay money for everything we use and glad to get it for that; our trade is nearly exhausted; we had hoped ere this that a ship agreeable to promise would have been sent here by you, had one arrived here in June with the frames of one or two schooners, some calicoes, cloths, liquors, &c., we should have made a handsome thing of it, our concern stands at present higher than any other, they say we have sold them good vessels and good goods and they will buy of us in preference to any other. The house at this Island is finished above and handsomely finished but I do not think it will sell for any profit. All our boards are expended consequently we can do nothing with the house at Atooi. The carpenters are now employed building a boat and doing some work for Mr. Pitt. the Tailor about pays his way and is a useful man. I have purchased of Capt. De Koven 200 Sheets of Copper at 40 cents pr pound, we expect to have the Job of repairing the *Bordeaux Packet.* I can sell the copper at any time for 65 cents.

Woahoo, Oct. 10th, 1822.

. . . . . .

The Schooner *Eagle* as I informed you by the *Houqua* I had sent to the Coast of California with a small cargo for the purpose of collecting a cargo of beef, &c., and had also made an arrangement with Capt. Wm. H. Davis (having recd. information by Mr. Don Arismenda the agent of the Phillippian Company who touched here in an English Brig that the *Cossack* Brig was at St. Barbary[62] owned by the same scoundrel, who took possession of her, that in case the Schr. *Eagle* fell in with the *Cossack* she might take possession of her, if possible and bring her to this port, for which, whether she took her or not, he was to pay me two thousand dollars, and in case she took her in addition one half the vessel for the owners of schr. she went accordingly to Monterray and salted her beef, &c. here a boat's crew deserted. she then went to St. Barbary where

62 Santa Barbara.

she sent a boat on board the *Cossack* and took possession and both vessels got underweigh; the wind dying away a heavy swell set the schr. into the Kelp from which they had not strength to extricate her, she struck and her mainmast went over the side, in the morning the Spaniards had collected in great numbers and boarded her, Capt. Rogers and crew left her and went on board the *Cossack,* which vessel is now here with a cargo of wheat. The two thousand dollars I shall send by the *Cossack;* and the proportion of the vessel and cargo I shall dispose of on the best terms and remit the proceeds; the schr. will have sold to a good profit, she was destitute of every thing, her copper entirely off, her masts not sea worthy and leaking bad, she would cost more to have repaired her, than she was worth, she had been to us a bill of expense. I know not if you will censure me for this enterprise, I can only say I did it with the best motives and to make you if possible some money, Capt. Rogers will go on board the *Parthian* as chief officer, as Capt. Brewster has broke Mr. Adams. . . .

The King and most of the Royal family are now at Woahoo, Tamoree and Carharmano have gone to Atoi. Some talk of a revolution here. they say that Tamoree is to be King of all the Islands and Carhamano Queen, they have a strong party in their favor, should any thing of the kind happen I shall endeavor to keep on the strongest side, at present I have no fears and I think I can assure you that your affairs stand here in as favorable situation as possible, I do not fear what any adventures can do to us, we have been tried and now stand firm.

The *Inore* and *Tammahourelanne* both prove good vessels, they are much pleased with them and the *Neo* they call their best vessel. Provisions of every description continue high, and nothing but dollars will command hogs, goats, &c. there are no less than six whalers in the harbour at this time, all of them wanting fresh supplies; . . .

If you can obtain a quantity of feathers, red, black, white, &c., they will do well and I think it would be a good plan to send the King and Queen a present of some value. They ask after Oherry and wish to see him much. Mr. Marshall Jr.[63] is here and well I find him a pleasant companion, much the gentleman and perfectly correct in all his deportment.

63 Josiah Thompson Marshall (1803-75), eldest son of Josiah. He was frequently a supercargo in his father's vessels. He is said to have visited China five times before he was 21 years of age, and to have been one of the first Americans to dine with the Emperor. He was later active in the temperance movement, and the "underground railroad." Frank Burnside Kingsbury, *Marshall Family Record* (Keene, N. H., 1913), II.

I shall go to Atooi in the *Parthian* in ten days from this, her cargo is landed and debenture certificate enclosed: also Obed Wyer's dft on his owners and acct merchandize in Schr. Your Obdt. St.

J. C. Jones, Jr.

MARTIN BREWSTER TO MARSHALL & WILDES

Woahoo, Oct. 11th, 1822.

DEAR SIRS,—I take the opportunity to inform you by the way of Canton in Case you should not receive those by the *Spermo* and Nantucket whalemen, We arrived here in 117 days from the time we weighed anchor till we came too at Woahoo. We have had fine weather but light winds, we crost the line in the Pacific Ocean in one hundred days, my crew have behaved very well as yet, but I expect they will get corrupted in this place for the off scourings of the earth is here and every ship has had more or less trouble with their men. The officers, the second is a good man, the first has deserted the ship; a few days before we arrived I broke him for refusing to obey my orders; after we arrived I offered to settle but he refusel to settle and left the ship. . . .

Martin Brewster.

JOHN COFFIN JONES, JR., TO MARSHALL & WILDES.

Woahoo, Nov. 16th, 1822.

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The lumber by the *Parthian* will not be sufficient to build the house at Atooi, nor do I think it would be well to undertake it; Tamoree owes more than he will pay for a length of time, and the natives do not like that Americans should erect wooden houses, for they are quite jealous of the Yankees; it is my present intention to send all the mecanicks home in the *Parthian,* provisions are too scarce, living too expensive to make them any object, and the trouble they give is immense; there are too many allurements and temptations to lead them astray, perhaps you will not credit it, when I tell you there are now on this Island, seventeen established grog shops kept by white people, and not less than one hundred deserters from different whale ships; Woahoo is becoming one of the vilest places on the globe, and if something is not done soon, murder and theft will be the order of the day, for my own part it will be the happiest day in my life, when I leave this miserable corner of the globe.

[Oahu,] Nov. 22d, 1822.

. . . . . .

I have only a moment to spare as the *Balaena* is under weigh. The Brig *Pearl* has this moment arrived from Norfolk Sound, she

had been at the Sound about twenty days and endeavoring to sell her cargo, when a Russian vessel arrived from Kamschatka with dispatches for the governor, from the emperor of Russia, the Brig *Pearl* was immediately ordered to leave port, not even permitted to take from the shore some articles which she had there, they claim the right to all the Coast and are determined to capture all vessels if taken after they shall be ordered off; two vessels at the sound received orders to be fitted immediately and armed, to proceed up and down the coast to cruise for the shipping. Capt. Stevens in the *Pearl* informs that the day he left the Sound, he fell in with the Russian frigate *Apollo* of 32 guns, she was bound into the Sound and thence on to the Coast where she was to remain to capture all vessels and carry them to Kamschatka for trial. I hope our government will not suffer our valuable trade on the North-West-Coast to be taken away from us, by a nation who but a few years since were but a race of barbarians. Your Obdt. Servt.

J. C. Jones, Jr.

Woahoo, Dec., 1822.

. . . . . .

His majisty the King is at this moment dangerously ill. Old Karhamano is at Atooi and Messrs Pitt and Boka sail tomorrow if possible to bring her ladyship to this Island. there appears to be some fears that Karhamano and Tamoree intend to take possession of the Islands. I am endeavoring to make them believe this will be the case in order that we may sell our powder and muskets. All our debts are safe and our concern stands No 1. I shall write you by the *Parthian*. Your Obed Servt.

John C. Jones, Jr.

Woahoo, Jany., 1823.

. . . . . .

The ship *Mentor* of Boston is here doing nothing, also the Brig *Pearl*, which vessel was ordered from the Coast by the Russians. also Schr's *Rover* and *Ann* of Boston the latter just arrived, they will do nothing. I consider myself that the time has passed for making a voyage to the Sandwich Islands, articles have got to such low prices, and the heavy expense attending it have rendered the trade here of little or no object. I do not advise you to send much property here what you do send let it be good, such as superfine cloths, ready made clothes and shirts, Calicoes of every description, Rum, wine and gin, handsome feathers, some good hats, and shoes of large and small sizes; ladies Bonnets and gowns, large size different patterns say of silk, calico, Cambrick, &c., sea coal, lumber

copper, plank paints, and rigging, wheel Barrows, hand carts, light waggons, ox carts, and large size 4 wheel waggons, leather trunks covered with red leather, different sizes tables, cheap writing desks, table cloths, &c., &c. . . .

one article I have forgot to mention that I think would sell here that is a quantity of pumps and gear as wells are now all the rage, indeed you can hardly move in the night without walking into a well. The King too is very anxious to have a billiard table, one that you might get for two hundred dollars would command at least 1500$. If a steam boat could be brought here it would command any price, the King and Pitt say they would give any price for one, in fact any thing that is new would sell here. I think it would be a good plan to send the King and Mr. Pitt, also Tamore, some valuable present, it will go a great ways; they have conducted thus far very fair and are deserving of praise. . . .

Woahoo, March 9th, 1823.
(pr Brig Pearl)

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The articles in demand now are fine calicoes and Cambricks, silks, ladies shoes, large size, good hats, ready made clothes, shirts, ladies bonnets, different patterns, any quantity would sell, shawls scarfs gowns, ribbon handsome patterns, large size cheap trunks, Furniture, superfine Broadcloth and Cassimere, damask table cloth and cloth do, many articles also might be selected of a showy kind that would answer well, a few ladies lace caps and articles of those description would find quick sale; if you could send a miliner here she would be a profitable person. We are employed at present in building a 30 foot boat for the King, which he wants for his royal barge; shall afterwards finish the lower part of the House, and hope when the *Paragon*[64] arrives she will bring a large quantity of lumber also the frame of a boat. The King and all the Royal family are now here, his majesty is just recovering from a severe illness, and it is the opinion of the physicians that a similar attack would carry him of, his debauches have ruined his constitution. The Royal family are contemplating a visit to the Marquesas and Othaeite, but whether they will undertake it is hard to say, but am inclined to think they will, I shall use my endeavor if possible to prevent it.

Trade never will again flourish at these Islands until these missionaries from the Andover mill are recalled, they are continually

64 The *Paragon* on this voyage included in her crew Charles Brewer, who later became the leading merchant of Honolulu, and as second mate and sailmaker, John Dominis of Boston, who later became her master and whose son married Princess Liliuokalani, later Queen of the islands.

telling the King and Chiefs that the white people traders are cheating and imposing on them, consequently have depreciated the value of most articles. I believe it is a fact generally acknowledged by all here, that the natives are fifty per cent worse in every vice since the missionaries began their hypocritical labour here; these blood suckers of the community had much better be in their native country gaining their living by the sweat of their brow, than living like lords in this luxurious land, distracting the minds of these children of Nature with the idea that they are to be eternally damned unless they think and acts as they do: and that Providence would put a whip in every honest hand to lash such rascals naked through the world. The Brig *Arab* [Capt.] Meek is now at Owhyhee endeavoring to collect wood, he intends going to China and return this season. The Brig *Pearl* by whom you receive this will I think make a most ruinous voyage, indeed she must sink every thing. The harbour is now filled with whale ships, not less than eighteen, provisions consequently scarce and dear, we have also here on shore all the crews of two whale ships lately wrecked the *Lion* and the *Two Brothers* of Nantucket.

John C. Jones, Jr.

Woahoo, May 31, 1823.

. . . . . .

A cargo should consist of an assortment of everything, no great quantity of any one article, were I at home myself I could select an outfit that would do well. Ox teams, light waggons, hand carts, wheel barrows, carriages, and one or two of those vehicles call'd barrouches two or three chaises. you might be surprised that such articles would sell, but you would be more surprised to see how fast these people are advancing towards civilization, only two days since Mr. Pitt asked me to send for three carriages and have them adorned with gold, every thing new and elegant will sell and at a good profit, coarse articles are of no use. . . .

John C. Jones, Jr.

NARRATIVE OF JAMES SWEENEY.*

I was born in County Sligo, Ireland, in 1838, came to America in 1846, landed in New York. In May, 1855, I enlisted in the 5th U. S. Infantry, at Rochester, was sent to Governors Island, N. Y., where I remained about one month, was then ordered to Corpus Christi, and from there to Ringgold, Texas, where I joined my regiment.

In the Winter of '55, we were ordered up the Nueces River after Apache Indians, who had been causing trouble with the Piutes and some white settlers. There were in the command three companies of the 5th Infantry and three companies of the mounted troops. We got between Eagle Pass and San Antonio, but did not succeed in coming up with the Indians. They had traveled Northwest to avoid the troops. We spent three months there then returned to Ringgold, where we remained through the Summer of '56. That Fall the 5th Infantry was sent to Florida. Part landed at Tampa. I was with the balance, under command of Lieutenant Colonel Wade. We landed at Fort Myers. We were sent to clean up the Seminole Indians, who had been causing depredations and threatening settlers. We were sent up into the cypress swamps and everglades, where we remained eight months hunting Indians. We had numerous small engagements, mostly bushwhacking.

We had one fight at Beily'd Garden, under Lieutenant Wingate, and Lieutenant Archer, where we surrounded the Indians, about two hundred. We killed between seventy and eighty. The rest escaped. Our loss was four men killed, and two wounded. We attacked the Indians at Palm Hommock, where we lost three men. We then started to return to Fort Myers, following an old Indian trail. This led us to where the Indians had concealed their squaws, children and old men. We surrounded the camp and captured sixty squaws, nine old men, and many children, all of whom were taken to Fort Myers. Captain Pratt, 4th Artillery, and Lieutenant A. P. Hill were in command.

Our troops went with General Harney from Fort Myers to Key West by boat and then returned to Fort Myers, where the Indians surrendered to General Harney.

* This narrative was written by J. Ross Mackenzie, M. D., as related to him by James Sweeney, now living at Carrington, Foster County, North Dakota, where he located in the Spring of 1883, and has resided continuously, respected by all who know him, for his rugged character and sterling honesty. By his industry, he has acquired, and now in his declining years, enjoys an independent competency. He traversed much of the Northwest in the days of placer mining.

The Government was preparing to send the Indians to the Creek country, when General Harney was ordered to Utah, taking the 5th Infantry with him. We were in New Orleans four days and were then sent to Jefferson Barracks, where we remained ten days. From there we were shipped to Fort Leavenworth where we remained two weeks and then took up our line of march for Salt Lake. When we reached Fort Kearney, we stopped for orders. Then we renewed our march, but stopped one day at Laramie. Winter overtook us at Ham's Fork, on the Green River and we went into Winter quarters.

I should mention here that after I enlisted and had joined my regiment, the boys always called me "Bill" instead of my proper name "James" or "Jim" and during my army life, and afterwards in the west, I was known as Bill Sweeney, as many had known me in the army.

The Mormons having burned all the grass, our mules all died. In order to move the Army in the Spring, it was necessary to procure mules and for this purpose Captain Marcey, was sent with a detachment of men to New Mexico. This detachment was made up from the 5th and 10th Infantry, with some civilians attached to the army. I was one of this detachment.

While I was on guard duty at Fort Bridger, four of us stole one hundred pounds of flour. We also bought ten pounds of sugar and six pounds of coffee of the Sutler, which we divided and took with us. When we started, Tim Goodale and Jim Baker, two squaw men, with their squaws, were our guides. They got lost when we were about the head of Bitter Creek and, instead of crossing the Rockies, they kept on the West side and got lost in the snow. In consequence our mules commenced to die. Then Mariana, a Mexican, told Captain Marcey we were lost. Captain Marcey put him in charge as guide. We crossed the rockies. It took us five days to do so. By this time most of our mules were played out, and our grub was gone. We were compelled to live on mule meat. It was our main diet for seventeen days. We even ate old "Billy", a pack mule about forty years old, who would always break out of the pack train, and follow Captain Marcey's mare. During the time we were getting through the snow, it was so deep that it was necessary for the men in turn, to go ahead of the mules to break a trail. In this the four of us who had the flour, sugar and coffee, were called on more often than the rest as we were better nourished and stronger than the other men, excepting Corporal McLeod, of the

10th Infantry who was a very powerful man, and had wonderful endurance.

One night, soon after we got out of the snow, we were camped by a small stream. It was very cold. Some of the men perished from starvation and exposure. Captain Marcey was standing by a camp fire shivering when I went up and told him if he would come over to our camp fire he would be more comfortable. He did so, and when he got there I gave him a cup of coffee and a biscuit. He asked where I got it. I told him we stole it from one of the wagons and that was the reason we were stronger than the rest. He laughed, but after that every morning and night he got his coffee and biscuit. The guides were still uncertain as to where we were. We struggled on for several days, until one day about noon, we came to a small stream. Mariana came and told the Captain that he thought he knew where we were but was not sure until he would go to see an aspen grove that he thought he had seen twenty years before. When he returned he said he was all right, that we were one hundred and twenty miles from Fort Garland, New Mexico. The Captain then told him to take his (the Captain's) mare, and go to Fort Garland, or as far as the mare would carry him, to remove the saddle, turn the mare loose and proceed on foot.

From the time he left us, he returned in four days, bringing two ambulances, a Doctor, some mules and provisions. We remained there two days when teams came out and took us to Fort Garland. When we got in they had put up tents on the parade grounds for us. Captain Marcey objected to putting his men in tents, and demanded the best quarters in the post. They vacated two barracks, which we occupied. Captain Marcey went on to old Mexico, and purchased a lot of mules, we remained at Fort Garland until March, 1858.

We then started back, being reinforced by three companies under the command of Colonel Loring, and three companies of the third and seventh infantry, under Colonel Morris. When we arrived at Cherry Creek, where Denver is now located, we met about forty miners, prospecting under Old Denver, and a man named Gregory. The Colonel supplied them with provisions to last them two months. We continued our march down Cherry Creek to its junction with the South Platte. The water was high and we had to build a ferry-boat which delayed us some time. This was sometime in May '58. We then resumed our march. When we reached the Green River, it was in flood. We there received word from Fort Bridger, that they had only three days' provisions left. We put

heavy lines across the river and made a pontoon bridge out of our wagon boxes. Then, with two eight mule teams, we got provisions across by hand and by swimming the mules and started the provisions for Fort Bridger. We took all our supplies across the improvised pontoon bridge and moved sixty miles to the fort. The reason the army at Fort Bridger was short of provisions was that the Mormons had captured two supply trains and burned them before the cavalry got up.

We remained at Fort Bridger about three days and then started for Salt Lake under the command of General Albert Sidney Johnston. When we reached Salt Lake, we formed a line in front of Governor Cummings' headquarters and he requested General Johnston to move the troops out of town three miles across the Jordon River. General Johnston disliked to do so and I heard him say that he would give his plantation for the chance to bombard the City for fifteen minutes, but he compiled with the request of the civil authorities, and moved the troops out of the city. This was in June 1858. We stayed in Salt Lake two days and then went into Camp Floyd, about forty miles distant. There we built adobe quarters.

We had six Mormon prisoners, among them Bishop Kerns, charged with murder. They were tried before Supreme Judge Cradlebaugh, who was intimidated by the Mormons, and the prisioners were acquitted. Three companies of cavalry and one company of artillery were sent at his request as the Mormons were threatening to release the prisoners.

Three companies of the 2nd Cavalry were sent to investigate the Mountain Meadow Massacre and found the wagons. The emigrants had dug a well to get water and, after the Mormons had killed them, their bodies were thrown into the well. Babies were killed by beating their heads on the wagon wheels, the wheels being covered with blood.

After the troops returned they were ordered out to protect the emigrants going through to California and went up the Bear River, where Corrine is now. The cavalry was busy picking up emigrants who had escaped the Massacre. All the stock had disappeared and no trace of them could be found. They brought into camp eight or nine people, among them a Mr. Hill, his wife and two children, who were found at the sink of the Humbolt River, by cavalry under the command of Lieutenant Marmaduke. We were then ordered back to Camp Floyd. The Government had a reserve at Rush Valley,

where stock was kept in pasture and hay made. Sargeant Pike of the 10th Infantry was in charge of twenty men. The Mormons were stealing hay. Sargeant Pike caught a Mormon stealing and they got into a fight. The Sargeant getting the best of the Mormon, hit him with his gun. The Mormons swore out a warrant of arrest against Sargeant Pike. He was taken to Salt Lake for trial. While under arrest, a man stepped up behind the Sargeant and shot him. He later died of the wound. The assassin escaped, but was later identified, tried and hanged in Salt Lake for the crime. We remained in camp for the Winter, I secured my discharge from the army, from General Johnston, in the Spring of '60, my time not being up for a month.

I went out with a party to Fort Laramie. We got provisions for twenty days. When we reached Chimney Rock, we found about sixty emigrants, with wagons. The Sioux were stealing their supplies. We got between two bands of Indians and captured five bucks and two squaws. We sent word to the main band of Indians, who were camped on the North side of the Platte River, that we would hang the prisoners if they did not return the stolen property. They returned the stolen property. We then escorted the emigrants back to Fort Laramie and turned them over to Captain Starr. We returned to Chimney Rock and then went to Lone Tree Crossing, now Julesburg, on the South Platte. Then we started for Cherry Creek, now Denver. There was a log cabin there built by prospectors. I stayed there two months, holding down city lots. I there met Denver, Gregory, Jack Wilson, Dick Todd. I got two lots and traded them to a Missourian for two yoke of cattle and a wagon. I purchased flour, bacon, beans and other supplies and started for Gold Run and Buffalo Flats, to prospect. I found some diggings in both places and remained there two years 1861-62. I then returned to Denver, where I joined a party of about forty men organized to go to the Salmon River, Idaho. We got along without any trouble until we reached the Snake River, where we had to calk our wagon boxes and ferry our outfit across. Sometime after crossing the Snake River, we were attacked by the Bannock Indians and had to fight them off for thirteen days, until we reached Grasshopper Creek, where we found some diggings and we built a stone fort close by.

We worked the bar in partnership and took out about ten thousand dollars worth of gold in ten days. Half of the party then went to Salt Lake for supplies; the balance continued mining. After

our party returned, men came from Boise, and Oro Fino, and by Winter there were over three hundred men in camp. A herd of cattle was brought in from Idaho to be slaughtered, during the Winter. The Bannock Indians came in for offal. We killed most of them. They had caused us so much trouble that we showed them no mercy.

In May, 1863, I left my partner, Duffy, to run the diggings and with George Orr, Bill Fairweather, Charles Edgar, Cover, Harry Rogers, and Barney Hughes, we started prospecting towards the headwaters of the Snake River. We found gold but not in paying quantities. Then we got into what is now the Yellowstone National Park, but we called it "The Geysers." One morning at daylight, the Indians surprised us and stampeded all our horses but one and got away, leaving us on foot. We burned everything excepting what we could pack and headed back for Bannock. About the sixth day we camped on a little stream that runs into Alder Gulch. We named the place Alder Gulch, because alder brush grew along the stream. We stopped to get dinner. While Fairweather and Hughes were making bread, I said to Harry Rogers: "There is a bar across the creek. Let us go and prospect." We did so and worked about ten minutes and found gold. I took a pan down to the creek and got about a dollar and a half. We panned there and got about twenty seven dollars. I brought the gold in the pan to where the boys were getting dinner. They did not believe me but, when they saw the gold, they all went over to the bar. Hughes took the pan and the first pan was three dollars. Several pans varied from one to three dollars. We were then satisfied that we had good diggings. After dinner, which was the last meal we had before reaching Bannock, seventy miles away, we started for Bannock. It took us a day and a half to get there.

We rested two days, picked up our friends and started back horseback, forty men in the party. When within twenty miles of the diggings, we camped and elected a court and drew up a code of laws to govern the camp. The court was composed of Bill Fairweather, Judge, and Charles Edgar, Recorder. Then an agreement was made that the discoverers were to have two days, in which to select their claims of two hundred feet fronting on the stream, the others after that, to select claims of one hundred feet fronting on the stream. The agreement was kept, Harry Rogers and myself took the claims where we had discovered the gold. The next meeting was held two or three days after reaching the diggings. The same

officers were elected. The purpose of this meeting was to frame a code of laws for the government of the camp and provide how a claim was to be held. 1st. A man had to work his claim at least five days a week. 2nd. The District (the discovery district) was to be three miles up and down the gulch, following the creek. There were two other districts adjoining, called the Highland and the Summit districts. The claims in these districts were one hundred feet, and a person could take up a claim in these districts, even if he had a claim in another district.

In the Fall there were more than a thousand men in the Gulch, which was a paying placer, thirteen miles long. Every claim was good for from five to fifty thousand dollars. Business places grew rapidly, principally saloons and gambling places; many rough and lawless men came in, among others Henry Plummer, who was elected sheriff, and who was afterward proved to be the leader of the robbers and road agents. He was unsuspected at first but continual robbery of miners going out with gold and the frequent robbery of the stage, the movement of which Plummer was perfectly familiar with and the seizure of some of his letters, caused suspicion to rest on him.

One day in the latter part of 1863, I went into Charles Wright's saloon, in Nevada, while on my way to Bevans Gulch. I had fifteen hundred dollars intended for a man named Fogerty, with which to buy a claim. While in the saloon, Wright asked me where I was going. I told him and also stated I had fifteen hundred dollars for Fogerty. I called up George Ives, and Buck Stinson to have a drink and bought a bottle for the journey, and started. I was riding a slow old pack horse and when out about four miles, or so, I saw Ives and Stinson following me. I of course knew them and their reputation. As they overtook me I drew to one side, so they would both be on my left side. When they came up they opened up the conversation, and asked me to have a drink. I was suspicious, but took the drink, watching them all the time, but they made no move. About this time a man appeared behind, driving two mules. Stinson said: "George here comes the man we are looking for." They rode off in the direction of the man. In about an hour and a half they overtook me. They were laughing and Ives said: "We got five hundred from that fellow. Tell all the boys to come down to Charley Wright's saloon and we will have a good time tonight."

I later learned that the man they met was a German, named Nicholas Tbalt. They killed him and concealed his body. The rob-

beries and murders were so numerous that the people organized themselves into a committee of safety in 1863. The organizers were Saunders, Foust, Clark, and others. They organized all the miners. I did not belong to the vigilantes as I was out prospecting most of the time and did not know when I might run across any of the outlaws and dared not take a chance.

The most prominent men in Virginia City, at this time were W. F. Saunders, Judge Stuart, Harry O'Connor, John Haeffner and Charles Brown.

The Vigilantes, after the murder of Tbalt, captured George Ives, a road agent and one of Plummer's deputies. He was given a trial and hanged in Virginia City in December, 1863. The Vigilantes knew all of the outlaws as some one of them had confessed. After Ives was hanged the Vigilantes captured Plummer, Buck Stinson, and Ned Ray and hanged them. Then they captured and hanged Hayes Lyons, George Lane, who was called "Club Foot George," Jack Gallagher, Parish, and Bone Helm. All were executed in Virginia City, sometime, I think, in January, 1864.

I knew Dan McFadden, known as "Bummer Dan." He was a character in the camp. He was a simple fellow and rather lazy. He got hold of a claim which proved to be rich. One time after a clean-up, he started with his gold for Salt Lake, but was held up by the road agents, who robbed him of all his gold. He cried and they gave him back about one hundred dollars. He got hold of another claim and went to work again, making some money. He got his name from his habit of bumming things, especially meals. He was not considered much of a miner and was looked on with more or less pity.

Johny Grant was a Scotch half-breed who lived at Deer Lodge. He was a fine man in every way, a great horse-trader and traded some with the Indians. The Grants were a numerous family. One of the girls was married to Captain Higgins, of Bitteroot. Another girl married McLaren, an Indian trader, who lived at Jaco Valley, above Missoula. Most of the Grants later moved to Canada.

I also knew "Baron" O'Keefe. He was a comical character, a farmer, living at Frenchtown, below Missoula. He used to sell vegetables to the miners. Johny Lynch, John McDermott, and myself attended his wedding and I afterwards visited him and his wife at their "Castle" in Frenchtown. There was a lawyer by the name of Jim Brown, who wanted to be County Commissioner, but he

was not liked by the boys, so they ran "Baron" O'Keefe, against him and the "Baron" was elected.

In 1868, I joined a party of eighteen or twenty men. We started from Walla Walla north through the Yakima country, on an expedition, looking for gold. We were not successful. We crossed over to Victoria, then back to the main land in British Columbia. We followed up the north side of the Fraser river for about four hundred miles. I met Angus Cameron in the Cariboo country, where I remained about two months mining, I did not get any diggings, but made a little money, I then returned to Victoria and from there went to Seattle, then on to Portland. I had but twenty-five cents when I reached there. I bought lodging from Mrs. McCaff, whom I knew six years before in Boise. I stayed in Portland three days. I got some money from Joe Riley, whom I knew in Alder Gulch, where I helped him get a claim. I then met a man named Mike Sheridan, who had some blasting to do in the Cascades. He hired me to do it. I worked there two months. Then I went to Walla Walla. There I got a riding and a pack horse, and went to OroFino, Idaho, and went to placer mining.

After leaving Montana, I went to Salt Lake and mined in Bingham Canyon, thirty six miles from Salt Lake. I remained there two years. I then went to Cheyenne, Wyoming, then started for Custer Creek, in the Black Hills. From there I went to Deadwood, then over to Iron Gulch, where I whipsawed lumber for sluice boxes. I then went to Sand Creek, where I mined and made about six thousand dollars in eight weeks. I then went to Cheyenne and bought eight mules and two wagons and began freighting between Cheyenne, Sydney, Neb., and Deadwood. I was engaged in freighting about two years. Then I moved down to Colorado Springs and hauled freight into Leadville. Then I started for Washington through Montana, but after reaching Montana on my way I remained in Montana, where I freighted from Dillon to Butte, Boseman and Missoula, whenever I could get any freight to haul. I continued to freight in Montana, until 1883 when I came overland with wagons and mules to Foster County, North Dakota, where I took up government land and still own a section of farm land, northwest of Carrington.

JAMES SWEENEY.

Carrington, North Dakota, June 1st, 1921.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XII, page 136.*]

POWAHKEE CREEK, a tributary of the Snake River, in the northern part of Asotin County, named for a Nez Perce Indian woman who took up a claim there. (Cliff M. Wilson, in *Names MSS.* Letter 240.)

POWWOW CREEK, a tributary of the Columbia River, at Fruitland, in the southwestern part of Stevens County, shown on the maps as Alder Creek. The local name comes from the fact that Indians formerly held their councils or powwows there. (Mrs. Anna J. Thompson, postmistress at Fruitland, in *Names MSS.* Letter 128.) See Alder Creek and Fruitland.

PRAIRIE, a town in the northwestern part of Skagit County, named for its location.

PRAIRIE MOUNTAIN, east of Darrington in the northeastern part of Snohomish County, named because of the beautiful prairie at its base. (Charles E. Moore, of Darrington, in *Names MSS.* Letter 193.)

PRATT, see Denison.

PRESCOTT, a town in the central part of Walla Walla County, named in 1881 in honor of C. H. Prescott, General Superintendent of the Oregon Railway and Navigation Company. At that time the company made Prescott a railway division with machine shops, etc., which were soon afterward moved to Starbuck. (R. B. Smith, in *Names Mss.* Letter 480.) The town of Prescott was platted May 12, 1882; by the Oregon Improvement Company. (*Illustrated History of Southeastern Washington,* page 166.) The first settlement on the site was by Rev. H. H. Spalding in 1859. (*History of Walla Walla County,* page 143.) Great trouble with freights was caused by the same name being given to a water-tank station on the tide flats at Tacoma. It required seventeen years (1893 to 1910) of complaints and correspondence to change the name of the water-tank station. (*Seattle Post-Intelligencer.* February 23, 1910.

PRESIDENT CHANNEL, between Waldron and Orcas Islands, in the northern part of San Juan County. The Wilkes Expedition, 1841, named San Juan Island "Rodgers Island" in honor of John Rodgers, Captain of the United States frigate *President,* who en-

countered the British *Little Belt* just before the War of 1812 and later fired the first shot in that war. To intensify the honor, the waterway east of "Rodgers Island" was named "Presidents Passage" and the south entrance was named "Little Belt Passage". (*Hydrography,* Volume XXIII., Atlas, chart 77.) Captains Kellett, 1847, and Richards, 1858-1859, restored Spanish names to the Islands and named the "President's Passage", "Middle Channel" and the waterway between Waldron and Orcas Islands was named "Douglas Channel". (British Admiralty Chart 2689.) This honor was for Sir James Douglas, at that time Governor and Commander-in-chief of Vancouver Island. (John T. Walbran, *British Columbia Coast Names,* page 149.) The United States Coast and Geodetic Survey has changed the "Middle Channel" to San Juan Channel and the "Douglas Channel" to President Channel, thus restoring part of the older Wilkes name. (Chart 6300.)

President Point, on the western shore of Puget Sound, in the northwestern part of Kitsap County. A few miles to the southward, The Wilkes Expedition, 1841, had honored three former presidents by naming Point Jefferson, Point Monroe and Port Madison. (*Hydrography,* Volume XXIII., Atlas, chart 88.) This fact evidently caused the Unted States Coast Survey to name President Point in 1856. (George Davidson, *Pacific Coast Pilot,* page 603.)

Pressentin Creek, a tributary of the Skagit River, in the central part of Skagit County. It was named for Charles von Presentin, who located a home there in 1878. (Postmaster of Birdsview, in *Names MSS.* Letter 130.)

Preston, a town in the central part of King County, near Issaquah. It was named in 1888 in honor of William T. Preston, who was associated with D. H. Gilman and others in building the Seattle Lake Shore and Eastern Railway, which later became a branch of the Northern Pacific Railway. In early days supplies were shipped on horseback from Preston to the prospecting camps of the Seattle Coal and Iron Company. On January 13, 1893, a commission was issued to J. F. Hudson as Postmaster of Preston. J. F. Hudson, in *Names MSS.* Letter 451.)

Preston Point, in Everett, the southern point at the mouth of the Snohomish River . The Indian name for the point is *Hay-bohl-ub.* (Charles M. Buchanan, in *Names MSS.* Letter 155.)

Prevost Harbor, on Stuart Island in the northern part of San Juan County. It was named by Captain Richards of H. M.S. *Plum-*

per in 1859, in honor of Captain James Charles Prevost of H. M. S. *Satellite.* See also Charles Point and James Island. For a biography of Prevost see Captain John T. Walbran's *British Columbia Coast Names,* page 400.

PRICE'S VALLEY, see Fruitland.

PRIEST POINT, opposite Everett at the north entrance to the Snohomish River. As seen from Puget Sound, it is a rocky promontory. The Indian name is *Schuh-tlahks,* meaning stony nose. (Charles M. Buchanan, in *Names MSS.* Letter 155.) The present name relates to the work of Father Chirouse at Tulalip.

PRIEST POINT, on the east shore of Budd Inlet, near Olympia. The name originated from the early missionary donation claim of Father Pascal Ricard. Through the efforts of Elias J. Payne, thirty acres were secured for a city park, which is called Priest Point Park. (Elias J. Payne, in *Names MSS.* Letter 53.)

PRIEST RAPIDS, in the Columbia River southwest of Grant County. Alexander Ross, of the Astoria party, writing in 1811, said: "Here a large concourse of Indians met us, and after several friendly harangues, commenced the usual ceremony of smoking the pipe of peace: after which they passed the night in dancing and singing. The person who stood foremost in all these introductory ceremonies, was a tall meagre, middle-aged Indian, who attached himself very closely to us, from the first moment we saw him. He was called Ha-que-laugh, which signifies doctor, or rather priest, * * * *. We named the place 'Priest Rapids' after him." (*Oregon Settlers,* Early Western Travels edition, pages 143-144.) The name was charted by David Thompson and appears in the writings of the early travelers as well as on recent maps.

PRINDLE, a town on the Columbia River, in the southwestern part of Skamania County. The place was formerly called Cruzatt in honor of Peter Cruzatte of the Lewis and Clark expedition, by which Wind River had been named "Cruzatte River" in 1805. The Spokane, Portland and Seattle Railway Company changed the name of the station to honor Ernest Hinsdale Prindle, a pioneer land owner there. (L. C. Gilman, in *Names MSS.* Letter 590.) The first Prindle known in America was at New Milford, Connecticut, in 1654. There were 31 of the names of Prindle or Pringle in the Rev-

[illegible] named in honor of John Proebstel, a pioneer in that district. (Chauncey Price, of Sifton, in *Names MSS.* Letter 181.)

PROSSER, county seat of Benton County, named in honor of William Farrand Prosser, early homesteader there. He was a prominent citizen of the Territory and State of Washington, who died in Seattle on September 23, 1911, aged 77 years. The place was long known as Yakima Falls. (Robert M. Graham, of Mabton, in *Names Mss.* Letter 297.) It was also known as Lone Tree, the first postoffice being called by that name. (W. M. Scott, of Kiona, in *Names MSS.* Letter 586.)

PROTECTION ISLAND, off the entrance to Port Discovery, in the northwestern part of Jefferson County. On May 2, 1792, while describing Port Discovery, Captain George Vancouver wrote: "Had this insular production of nature been designed by the most able engineer, it could not have been placed more happily for the protection of the port, not only from the N. W. winds to the violence of which it would otherwise be greatly exposed, but against all attempts of an enemy, when properly fortified; and hence I called it Protection Island." (*Voyage of Discovery Round the World,* second edition, Volume II., page 67.) Manuel Quimper called it "Isla de Carrasco" probably after his Pilot's Mate, Don Juan Carrasco. Other Spaniards used the same name. (Charts reproduced in *United States Public Documents,* Serial Number 1557.) The Indian name is reported as *Chachanucah.* (*Pacific Railroad Reports,* Volume XII., Part I., chapter XV., page 280.)

PTEHNUM RIVER, see Manastash Creek.

PUAK-OOKE, an Indian name for Mount Rainier. (J. A. Costello, *The Siwash,* Seattle, 1895.)

PUERTO DE ALAVA, see Cape Alava.

PUERTO DE LOS ANGELES, see Port Angeles.

PUERTO DE LA BODEGA Y QUADRA, see Port Discovery.

PUERTO DE GRAY, see Grays Harbor.

PUERTO DE NUESTRA DE LOS ANGELES, see Port Angeles.

PUERTO DE NUNEZ, see Neah Bay.

PUERTO DE QUADRA, see Port Discovery.

PUERTO DE QUIMPER, see New Dungeness Bay.

PUFFIN DEL SOCORRO, see Chuckanut Bay.

PUFFIN ISLAND, one of the Matia Islands in the northeastern part of San Juan County. It was named from the tufted puffins

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PUERTO DE NUNEZ, see Neah Bay.

PUERTO DE QUADRA, see Port Discovery.

PUERTO DE QUIMPER, see New Dungeness Bay.

PUFFIN DEL SOCORRO, see Cinchalut Bay.

PUFFIN ISLAND, one of the Maria Islands in the northeastern part of San Juan County. It was named from the tufted puffins

nesting there. (British Admiralty Chart 2689, Richards, 1858-1859.) The United States Coast Survey changed the name to "Matia East". (Captain George Davidson, *Pacific Coast Pilot,* page 569, note.) The United States Coast and Geodetic Survey has restored the name, Puffin Island. (Chart 6380.)

PUGALLUP, see Puyallup.

PUGET BAR, in the Columbia River between Puget and Tenas Illihee Islands, named for the larger island.

PUGET CITY, on Hogum Bay in the north central part of Thurston County, named from Puget Sound.

PUGET ISLAND, in the Columbia River, in the southeastern part of Wahkiakum County. It was named by Lieutenant W. R. Broughton on October 26, 1792, in honor of Lieutenant Peter Puget. (Captain George Vancouver, *Voyage of Discoverey Round the World,* second edition, Volume III., page 95.) The Lewis and Clark expedition named it Sturgeon Island in 1805. (*Journals,* Thwaites edition, Volume III., page 206.)

PUGET SOUND, a name much extended beyond its original application. While anchored near Restoration Point, opposite the present City of Seattle, Captain Vancouver sent Lieutenant Peter Puget and Mr. Whidbey in the launch and cutter to explore the waters to the southward. They were to take the western passage. They started on Saturday, May 19, 1792. One week later, Captain Vancouver and Lieutenant Joseph Baker followed in the yawl, taking the eastern channel. Discovering the large island between the two channels, it was named Vashon Island. Both parties had returned to the ships by May 29, when the record shows: "Thus by our joint efforts, we had completely explored every turning of this extensive inlet; and to commemorate Mr. Puget's exertions, the south extremity of it I named Puget's Sound." (Captain George Vancouver, *Voyage of Discoverey Round the World,* second edition, Volume II, page 146.) The chart in Vancouver's work shows the name to apply to the bays and inlets south of the present Tacoma and The Narrows. Wiliam A. Slacum, a purser in the United States Navy, was sent to the Pacific Northwest in 1836. In a memoir dated March 26, 1837, he refers to the "Straights of Juan de Fuca" and "Pugitt's Sound" thus extending the name so as to include Admiralty Inlet. (Document 24, in *United States Public Documents,* Serial Number 314.) The Wilkes Expedition, 1841, clung to Vancvouver's purpose by applying the

name south of The Narrows. (*Hydrography,* Volume XXIII., Atlas, chart 78.) An act of Congress approved February 14, 1851, established the Collection District of Puget Sound, giving legal authority for great inclusiveness as to the name. Captain George B. McClellan, in 1853, wrote: "I mean here, by Puget Sound, the sheet of water made up of the sound properly so called, Admiralty Inlet, Bellingham Bay, etc." (*Pacific Railroad Reports.* Volume I., chapter XVIII., page 183.) In 1857, James G. Swan uttered a complaint as follows: "A strange geographical error has gained credence in the commercial world of calling all the waters on the north of Washington Territory Puget Sound. This error has been principally caused by ignorant newspaper reporters, particularly those of San Francisco, who always report vessels arriving from any of the different harbors in Fuca Strait as from Puget Sound." (*The Northwest Coast,* page 119.) On August 7, 1859, General W. S. Harvey, United States Army, wrote to the senior officer of the United States Navy, commanding the squadron on the Pacific Coast: "I have the honor to enclose for your information a copy of a proclamation of Governor Douglas, the executive officer of her Brittanic Majesty's Island of Vancouver, in Puget's Sound." (Document 10, page 20, in *United States Public Documents,* Serial Number 1027.) In 1866, the Washington Territorial Legislature adopted a memorial to Secretary of State Seward in regard to the San Juan Islands, "situated in the waters of Puget Sound." (Laws of Washington, 1866, page 225.) In Bellingham, May 1, 1913, Judge Ralston, of the Superior Court of Clallam County, rendered a decision holding that, for the purposes of the fishing laws, the Strait of Juan de Fuca is a part of Puget Sound. (*Seattle Times,* May 1, 1913.) The Indian name of Puget Sound is *Whulge.* (Theodore Winthrop, *The Canoe and the Saddle,* J. H. Williams edition, page 9.) For biographies see Edmond S. Meany's *Vancouver's Discovery of Puget Sound, pages* 148-152, and John T. Walbran's *British Columbia Coast Names,* pages 404-405.)

PUGET SOUND NAVAL STATION, see Navy Yard, Puget Sound.

PU-KAL-BUSH, an Indian name for Deschutes River at Tumwater. (J. A. Costello, *The Siwash,* Seattle, 1895.)

PUL-LE-LA, see Squaxin Island.

PULLMAN, a city in the southeastern part of Whitman County, home of the State College of Washington. The place was first named "Three Forks", being at the junction of three small streams.

The town adopted the new name in the hope that George M. Pullman, car manufacturer, would endow it, which hope was never realized. (Lou. E. Wenhart in *Names Mss.* Letter 115.)

PUNTA DE LA BASTIDA, see Point Grenville.

PUNTA CAPEDA, see Point Roberts.

PUNTA DE HERRERA, see Eagle Point.

PUNTA DE HIFOSA, see Cape Alava.

PUNTA LOERA, see Sandy Point.

PUNTA DE LOS MARTIRES, see Point Grenville.

PUNTA DE MARTINEZ, see Cape Flattery.

PUNTA DE MENDEZ, see Point Partridge.

PUNTA DE RADA, see Koitlah Point.

PUNTA DE SALVI, see Observatory Point.

PUNTA DE SANTA CRUZ, see Dungeness Spit.

PUNTA DE SAN JUAN, see Clallam.

PUNTA DE SENOR JOSE, see Birch Point.

PUNTA DE SOLANO, see Point William.

PURDY, a town on Carr Inlet in the northwestern part of Pierce County, named for a pioneer grocer in Tacoma who furnished lumber for the first school house in the place. (Mary J. Goldman, of Wauna, in *Names Mss.* Letter 257.)

PUYALLUP, the name of a town in Pierce County, of a river which flows into Commencement Bay and a glacier on Mount Rainier where the river has its principle source. The Indian word has been variously spelled. (*Handbook of American Indians,* Part 2, page 331.) Two distinct meanings are given for the word. Elwood Evans in an address published in the *New Tacoma Ledger* of July 9, 1880, says the word means shadow from the dense shade of the forest. (Quoted by H. H. Bancroft: *History of Washington, Idaho and Montana,* Page 66.) Henry Sicade, an educated Indian says in the *Tacoma News* for June 30, 1916, that *Pough* means generous and *allup* means people and so his tribe were known as generous people. John Work, of the Hudson's Bay Company, in 1824 called it "Qualax River". (*Washington* Historical Quarterly, July, 1912, page 212.) The Wilkes Expedition, 1841, in naming and charting Commencement Bay indicated Puyallup River but seem to have spelled it "Pugallup." (Volume XXIII, *Hydrography,* page 319, and the atlas, chart 87.) The town's first postoffice was named "Franklin" which caused much difficulty on account of there being so many

postoffices by that name. Ezra Meeker says: "We agreed there never would be but one Puyallup." (*Pioneer Reminiscences,* page 182.)

PYRAMID BUTTE, see Steptoe Butte.

PYSHT RIVER, see Fish River.

Q.

QUADRA PORT, see Port Discovery.

QUAHT-SUM, see Cape Shoalwater.

QUAK, see Sidney.

QUALAM POINT, see Gordon Point.

QUALAX RIVER, see Puyallup.

QUALLA CREEK, see Squalicum Creek.

QUATERMASTER HARBOR, a bay between Vashon and Maury Islands, in the southwestern part of King County. The Wilkes Expedition, 1841, named many points in that vicinity for petty officers of the crews and then named the harbor as a fancied haven for their spirits. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

QUATSAP POINT, off the mouth of the Duckabush River, Hood Canal. The name is of Indian origin and was first used by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

QUEEN ANNE HILL, a much used local name in Seattle. About 1880, such citizens as C. B. Bagley, F. H. Osgood, A. B. Stewart, A. M. Brooks, G. G. Lyon, Sutcliffe Baxter, George H. Preston, D. N. Baxter and others built homes in the then prevailing Queen Anne style of architecture. Rev. Daniel Bagley jokingly asked folks if they were not "going out to Queen Anne Town." The name has persisted as to the hill, causing wonderment to new-comers. (C. B. Bagley, in *Names MSS.* Letter 284.

QUEEN CITY OF THE SOUND, a pet name for Seattle.

[*To be continued.*]

[To be continued.]

DOCUMENTS

The Nisqually Journal

[*Continued from Vol. XII, Page 148.*]

[December, 1850.]

[Ms. Page 30.]

Sunday 1st. Gloomy & Cold.
Monday 2nd. A Strong wind from the Northward with a sharp Frost, hands employed Fencing & delving in Swamp.

Tuesday 3rd. Strong cutting wind from the North with a severe Frost. Trudelle[423] & Jolibois[424] at new Fence. Edwards[425] & Indian gang shifting seed Potatoes from Store to Potato House. Commenced killing beef for Salting. Young[426] stretching Skins & Melting down fat for Tallow.

Wednesday 4th. Wind subsided, but a continuation of Frost. Hands employed as yesterday.

Thursday 5th. A continuation of Frost & toward night a heavy fall of Snow. Chaulifoux[427] & Indian Gohome[428] splitting rails. Trudelle, Jolibois & Indians at New Swamp Fence. Edwards with Indian gang picking seed Potatoes. Indians, Jack[429] & Slugomas[430] (who in consequence of the Severe Frost are obliged to give up ploughing) employed thrashing Peas &c. Oxen employed Carting home beef. Young employed salting beef, &c.

Friday 6th. Sleet & rain, about 5 inches of Snow on the ground, but gradually disappearing. Hands employed as yesterday. Swamp Fence going on progressively, three animals slaught[ere]d today. [Ms. Page 31.]

Saturday 7th. Cold, windy weather. Snow disappearing fast. Edwards with Jack and Slugomas thrashing Peas in Barn, the remaining hands employed as before.

Sunday 8th. Fine, warm Sunshiny day. Snow entirely disappeared.

423 A servant. 424 A servant. 425 A servant.
426 A servant. 427 A servant
428 An Indian employee.
429 An Indian employee sometimes listed at "Cowlitz Jack."
430 An Indian employee.

Monday 9th. Wet & miserable. Chaulifoux & Gohome Splitting pickets. Trudelle, Cowie, Boroboro[431] &c, at Swamp Fence. Edwards with four Indians delving in Swamp. Young & Jolibois salting Beef. Jack & Slugomas have resumed ploughing for Oats &c, four animals butchered this day.

Tuesday 10th. Gloomy, hands employed as yesterday, two animals slaughtered.

Wednesday 11th. Fair. Chaulifoux with "Gohome" & "Squally"[432] squaring timber in preparation for a New Office, Kitchen, &c. Trudelle, Cowie, &c at Swamp Fence. Edwards & Gang delving in Swamp, two Sailors who profess themself Englishmen arrived runaways it is expected, they assert that with the permission of their Captn. they left the Ship (which was lyeing windbound in the Straits) in a whale boat and came up as far as Whidby's[433] Island where the boat became leaky & useless, when they abandoned it and arrived here in a Canoe, they begged of Mr. Forrest[434] to let them have blankets to pay their Indians, but Mr. F declined having anything to do with them. Sent an Indian off to watch the boat till the arrival of the Ship which they assert will be [here] in a day or two. [Ms. Page 32.]

Thursday 12th. Fair. Hands employed as yesterday, arrived this evening Dr. & Mrs. Tolmie[435] from Victoria. Gov? Blanchard[436] is slowly recovering his health.

Friday 13th. Gloomy. Chaulifoux with Gohome & Squally preparing timber for New Office. Trudelle & Jollibois at New Swamp Fence. Edwards & Gang delving in swamp. Young making candles by the dipping process.

Saturday 14th. Fine, hands employed as yesterday. Arrived, a Mr. Chandler[437] an Englishman, who is on his way to Vancouver Island, at which place he has some idea of settling.

Sunday 15th. dull with slight rain.

Monday 16th. Fair. Chaulifoux squaring timber. Trudelle & gang at Swamp Fence. Jollibois & Young commenced slaughtering

431 Kanakas, or natives of the Hawaiian islands. Many such were employed by the Hudson's Bay Company as servants.

432 An Indian employee,

433 Whidbey Island.

434 Charles Forrest, agent for the Puget's Sound Agricultural Company.

435 William Fraser Tolmie, chief trader for the Hudson's Bay Company and superintendent for the Puget's Sound Agricultural Company.

436 Richard Blanchard, governor of Vancouver Island.

437 See entry for Tuesday, December 17th.

the fattened hogs, three butchered this day. Dr. Haden[438] & Lieut. Gibson[439] here today.

Tuesday 17th. Fine & Frosty. Chaulifoux & hands recommenced splitting Pickets for New Fence around Swamp, which Fence is being carried on in a far greater extent than the former one embracing now the whole of the Swamp, whereas formerly, only one half was enclosed. Trudelle & gang at work at same. Edwards, Young & Jolibois butchering & dressing Hogs. Mr. Chancellor[440] & the Canadian B[Ms. illegible.] left to day for Victoria, taking with them a mail. [Ms. Page 33.]

Wednesday 18th. A sharp frost in the morning. Fine all day, hands employed as yesterday. Mr. Ross[441] & people in to day with a band of horses, an Inventory of which was taken by Dr. Tolmie. Montgomery, one of the deserters of last spring, this day has made an agreement with Dr. Tolmie that he will come back and remain the full time of his original agreement in his old situation as horse keeper, and on the same terms as formerly.

Thursday 19th. Morning frosty, a drizzling rain toward evening. Trudelle & gang at new fence around Swamp. Chaulifoux and Indians splitting pickets & rails for same. Edwards, Young & Jolibois commenced salting down Pork, the number of Hog's killed and salted, is thirteen, they were generally in fine condition, weighing on an average from 260 to 270 lbs. per animal. Mr. Ross & people in with a band of horses, an Inventory of which was taken. Gave out to the plain[442] people the "Regal" for Christmas day as follows. To the white men and kanakas,[443] each 4 lbs. Flour, 1½ lbs Sugar, 1 lb Coffee, 1 lb Hogslard & 6 lbs of Pork. To Indians, each 3 lbs Flour, 1 lb Hogslard and 6 lbs Beef. An Indian despatched to Cowlitz with letters.

Friday 20th. rain all day, hands employed as yesterday, a large band of Sinhohomish[444] in, trading a few furs and a good supply of mats. After they had finished trading set them all carrying fence rails for New Fence around swamp. [Ms. Page 34.]

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438 Dr. I. A. Haden, resident army physician at Fort Steilacoom.

439 Lieut. John B. Gibson, 1st Artillery, U. S. A.

440 See entry for Saturday, December 14th.

441 Mr. Walter Ross clerk, since October 13, 1849, in charge of the company station at Tilthlow or Ross Ville, near Steilacoom.

442 Company employees living on the Nisqually plains at Tilthlow, Muck, Tinalquot, etc.

443 A native of the Sandwich or Hawaiian islands.

444 Sinahomish or Snohomish, a Salish tribe living on the south end of Whidbey island, and on the mainland opposite at the mouth of the Snohomish river.

Saturday 21st. Gloomy. Chaulifoux and Indians splitting rails. Trudelle, Cowie & gang at Swamp Fence. Jollibois fixing shelves in large house. Edwards with two Indians transplanting raspberry bushes from Old Fort[445] into new garden. Young melting fat, &c.

Sunday 22nd. Cold & Misty weather.

Monday 23rd. No change in weather. Chaulifoux, Trudelle, Cowie & gang at New Swamp Fence. Edwards arranging garden. Jollibois & Young salting & dressing hams. The Am[erican] Ship "George Emory"[446] is reported to be lying off Steilacoom.

Tuesday 24th. Chaulifoux flooring Granary. Trudelle, Cowie & gang at New fence around Swamp. Edwards employed in garden. Served out the regal for Christmas day, to Fort people the same as to the plain people, a description of which, was given last Tuesday. Captn. Balch[447] of the "George Emory" here, will stop all night.

Wednesday 25th. Christmas day. Mild and Clear Weather. A Ball at Ross Ville.[448]

Thursday 26th. Fine. Canadians[449] & Indians employed as on Tuesday, the Englishman Edwards & the Kanakas (Boroboro excepted) not at their duties in consequence of having overexerted themselves, at the Ball, on the previous Night. Sergt. Hall[450] up to day, settled this qtrs. [quarter's] Beef Acc[oun]t, &c. [Ms. page 35.]

Friday 27th. Fine & Mild weather. Chalifoux at Granary floor. Trudelle, Cowie, Tapon,[451] Boroboro & Indians at Swamp Fence. Edwards, with a gang of women, taken on this day. Commenced planting early potatoes, 15 bushels of Ladies fingers[452] planted in

445 There have been two Forts Nisqually. The first "Old Fort Nisqually" was built in 1833 about a half-mile from the Sound; this fort, after the rise of the Puget's Sound Agricultural Company, proved inadequate, and a new fort, the one known to the first settlers, was erected. New Fort Nisqually was built sometime during the years 1842-43 further inland, was nearer the treatre of operations and available fresh water.

446 The brig *George Emery*, Capt. Lafayette Balch, passed Fort Nisqually on April 4, 1850, headed for Olympia, with a cargo of general merchandise. Balch apparently thought the townsite owners would make special inducements to get him to locate there, but this was not the case and his reception was not friendly. Accordingly, he decided to found a town of his own which he is now doing as related in the *Journal* at Steilacoom.

447 See note 446.

448 A company station near Steilacoom, originally settled by the Red River immigrants in 1841 and called Tlithlow. After their departure in 1842 the place was taken over again by the Puget's Sound Agricultural Company and later a Mr. Heath was permitted to settle thereon. From this circumstance it received the name of "Heath's." After his death Mr. Walter Ross, clerk, took charge of the place which had now come to be known as "Ross Ville."

449 A term applied at this time to natives of Canada, generally halfbreeds of French extraction. Here the reference is to Chalifoux, Jollibois, Trudelle and possibly Lapoitrie.

450 First Sergeant James Hall, Co. M, 1st Artillery, U. S. A., stationed at Fort Steilacoom.

451 Possibly a Kanaka servant.

452 Lady-finger, or lady's-finger, a variety of potato.

Mallard Hollow. Jack & Slugomas ploughing land for potatoe planting. Jolibois & Squally building a Chimney in small room in large house. Mr. Ross in to make up the Sheep & Cattle accounts. Lapoitrie[453] off to Tinalquot[454] with a Regal for the Shepherds at that place.

Saturday 28th. Gloomy weather, hands employed as yesterday. 6 B[ushel]s Ladies Fingers planted.

Sunday 29th. Misty, dull weather.

Monday 30th. Hazy. Chalifoux at the floor of New Granary. Jollibois & Squally building Chimney in small room attached to big House. Trudelle, Cowie & gang at Swamp Fence. Edwards with gang of Indian women picking & sorting Potatoes, which Potatoes, have received a slight injury in consequence of the late severe Frosts. Jack & Slugomas ploughing up land for planting Potatoes. Oxen employed forenoon hauling rails. Afternoon brought a load of Cocle Shells from beach for making lime &c.

Tuesday 31st. No change in weather, rather a bad day for work in consequence of serving out a Regal for tomorrow, provisions served out the same as for Christmas day last. Mr. Ross in with a band of horses an inventory of which was taken. [Ms. Page 36.]

[January, 1851.]

Wednesday 1st. A slight Frost this morning, fine all day—this evening arrived Mr. G. Roberts[455] of Cowlitz Farm & Mr. C. Eaton[456] an Am[eric]an. Mr. Roberts being magistrate to the settlement at Cowlitz was called upon to perform the marriage ceremony between Miss A. McAllister & Mr. J. Chambers which was this day celebrated. Another Grand Ball at Ross Ville.

Thursday 2nd. Rain all day. A holiday for all hands. Dr. Tolmie accompanied by Mr. Roberts rode out to Steilacoom.

Friday 3rd. dull Misty weather. Chaulifoux at Granary. Jollibois jobbing about Fort. Trudelle making good harness. Cowie & gang cutting a road for Swamp Fence one side of which (the side that skirts the wood) is to be shifted and rebuilt further back into the woods by so doing will be saved a great many Pickets &c.

453 A servant.

454 A company station and sheep farm on a prairie of the same name in Thurston country.

455 George B. Roberts, agent for the Puget's Sound Agricultural Company at the Cowlitz Farm.

456 Charles H. Eaton, a settler of 1846 on a prairie east of Olympia.

I myself & Edwards went down and took an acc[oun]t of Shingles &c. in yard at beach. Mr. Roberts left for Cowlitz.

Saturday 4th. passable weather, work the same as yesterday.

Sunday 5th. Dull misty weather.

Monday 6th. partial Sunshine. Chaulifoux repairing S. E. Bastion. Jolibois jobbing about Fort. Trudelle repairing harness. Cowie Tapou & Indians, at Swamp fence. Edwards & Cush[457] winnowing wheat, sorting seed potatoes, &c. [Ms. Page 37.] Indian gang employed carrying Fence rails. J. McPhail[458] the man lately in charge of the station at Muck[459] in to day, he is to reside here till an opportunity occurs of his going to Vancouver at which place he has of late evinced a great desire of returning to, his time will expire some time in Spring. Lapoitrie has now taken the station at Muck, a man in every sense more fit for it than McP.

Tuesday 7th. Showery. Work as yesterday. Edwards & Indian gang expected who where [*sic*] employed planting Potatoes—5 B[ushel] of L[adie]s Fingers & 1 Kidney's[460] planted. Indians arrived with a packet for the Express, from Victoria. Young off duty on account of sickness.

Wednesday 8th. Fine. Chaulivoux preparing timber for New kitchen. Jollibois repacking beef destined for Pere Ricard.[461] Trudelle making & repairing harness. Cowie & gang at Swamp Fence. A large gang of Indians principally Sinhahomish on to day carrying fence poles. McPhail looking after above gang. Edwards cleaning up store on beach in readiness to receive potatoes belonging to Mr. Simmons[462] of Newmarket purchased from Glasgow.[463] Mr. S. has requested Storage of same till such time as the Ship Albion[464] is in condition for sailing. Glasgow arrived this Evening with 75 B[ushel] part of above mentioned Potatoes. Mr. Ross in with a band of horses, Inventory of which was taken. Messrs. Bradley[465] & Broshears,[466] lodgers for this night. [Ms. Page 38.]

457 An Indian employee.

458 John McPhail, a servant.

459 A farmsite and herdsman's station, near the present town of Roy, Pierce Co.

460 A variety of potato.

461 Rev. Pascal Ricard, who, on June 14, 1848, had established St. Joseph's Mission on the site of the present Priest Point, Budd Inlet, north of Olympia.

462 Michael T. Simmons, a settler of 1845 near Olympia, formerly the owner of the mill at New Market, but now a merchant at Olympia.

463 Thomas W. Glasgow, a settler of 1847, recently a squatter on the Company's land at the mouth of the Sequalitchew creek.

464 See this *Quarterly*, vol. XII, No. 2 (April, 1921), 147.

465 Probably John Bradley, later identified with the town of Steilacoom.

466 Probably Joseph Broshears, of New Market.

Thursday 9th. Rain. Chaulifoux squaring timber for New Kitchen. Trudelle making harness. Cowie & gang at Swamp Fence. Edwards thrashing Peas. McPhail with Indian gang carrying Fence rails. Jolibois off to Newmarket[467] on Victoria business. Young at work in Slaughter house. Oxen employed hauling timber for New kitchen, forwarded a note to Sergt Hall stateing that it will be no longer suitable to continue exhanging beef for pork and that after this day the same will be discontinued.

Friday 10th. Overcast with drizzling rain, hands employed as yesterday, Edwards excepted who is off duty sick. Jolibois returned from Newmarket.

Saturday 11th. Showery. Chaulivoux, Edwards & Jolibois thrashing Peas. Trudelle at New harness. Cowie & gang at Swamp Fence. Indian gang heaping up dung. Oxen returned with 39½ B[ushels] of Black Oats, part of 100 B[ushe]l purchased from L. A. Smith,[468] at the rate of $2.00 p[er] B[ushel]. An order sent to Mr. Ross to repair forthwith to Tinalquot to take a strict account of the pure bred Sheep at that place.

Sunday 12th. Fine with strong Gales of wind. The Canoe lately arrived from Victoria with the accounts despatched off to Victoria with letters. the Kanaka G. Boroboro, who was sent here an invalid from Vic[tori]a passenger p[er] same Canoe, having recovered his health. [Ms. Page 39.]

Monday 13th. Much rain. Cowie & hands at Swamp Fence. Trudelle at New harness. Jollibois jobbing about Fort. Edwards, McPhail & Indian gang Forenoon planting Potatoes, afternoon weeding Wheat fields. Chaulivoux on leave of absence. Mr. Ross returned from Tinalquot, brings with him an unfavorable account of the Sheep of that place. 6 Bushels of Potatoes planted.

Tuesday 14th. Forenoon rain. A[fter]noon wind changed North. Evening a Sharp Frost. Cowie & hands at New Fence which ere long will come to a Finish. Edwards and Jolibois thrashing Peas. Young repacking Tallow in readiness for exportation. two ploughs at work preparing land for oats and peas. Trudelle as before. Oxen hauling rails &c.

Wednesday 15th. A cold wind from the North with slight falls of Snow at intervals during the day. hands employed as before. a

467 New Market, former name of Tumwater, Thurston Co.

468 A former Hudson's Bay Company servant.

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465 New Market, former name of Tumwater, Thurston Co.
466 A Henry Hudson's Bay Company account.

band of Snoqualmie's[469] have arrived at the beach on a trading expedition, their arrival [h]as spread consternation among the Indians of this Place, by whom they are held in Universal dread. traded from a small party of them 6 Beavers, 1 Land Otter, 2 Bears & a few Mats.

Thursday 16th. Frosty. a slight covering of snow on the ground. Chaulivoux repairing dung carts, ploughs at a stand still on account of the Frost. Slugomas employed carting dung. remaining hands as yesterday. traded some few furs & a most acceptable lot of Mats. [Ms. Page 40.]

Friday 17th. Still Frosty. Evening about 3 in. Snow on the ground. Chalivoux & Jolibois jobbing about Fort. Trudelle handling axes. Edwards & Indians thrashing Peas. Cowie & gang at Swamp Fence. Young repacking Tallow. Oxen returned from Smiths with another load of oats.

Saturday 18th. Wind changed S. East and with it heavy showers of rain. Snow entirely disappeared. Chalivoux repairing Jack's plough which erewhile he somewhat damaged. Trudelle making bridles & Jolibois jobbing about Fort. remaining hands employed thrashing wheat &c, &c. Lapoitrie left for Cowlitz with the accounts from Victoria as also from this place.

Sunday 19th. Showery. This afternoon Dr. Tolmie was called upon to attend a Mr. Wilson[470] residing in Squally Bottom who, in a quarrel with Shazer[471] resident of same place, was cruelly cut and hacked with a knife so much so that his life is placed in danger by the injuries received. T. Linklater[472] arrived wanting supplies for his Shepherds.

Monday 20th. Gloomy. finished Swamp Fence. Chalifoux jobbing about. Jollibois making lime. Trudelle at Cart horse saddles. Edwards thrashing Peas. two ploughs regularly at work. evening arrived Messrs. M. Simmons & Sargent,[473] will stop all night. [Ms. Page 41.]

Tuesday 21. Heavy showers rain. Chaulivoux, Cowie & Indians commenced building a New Kitchen which will be far more com-

469 The Snoqualmu, a Salish division which formerly occupied the upper branches of the Snoqualmie river.

470 Some person has crossed out the name Wilson in the Ms. and inserted the name Campbell.

471 Before the name Shazer the same interpollator has inserted the name George.

472 Thomas Linklater, a servant, since October 6, 1889 in charge of the station at Tinalquot.

473 Mr. Elijah N. Sargent.

plete for the purpose than the old Kitchen. Edwards thrashing Peas. Indian gang shifting Fence rails. Jollibois jobbing about Fort. Dr. Tolmie, in obedience to a summons sent him, off to Newmarket to give his evidence upon the late attempted assassination—took Pere Ricards 4 Barrels Beef—this day was celebrated the Marriage ceremony between Miss C. Ross of Ross Ville and Mr. H. Murray of Newmarket—in the evening a grand Ball at the Ville.

Wednesday 22nd. Morning rain. Afternoon clear and Fine, rather a poor day for work. Most of the Men being unfit for work in consequence of last night's revels. This Morning Dr. Tolmie returned from Newmarket.

Thursday 23rd. Rain all day, toward evening a strong wind from S. East. Chaulifoux, Jollibois & Cowie at New Kitchen. McPhail & Indian gang down at Store on beach sorting Simmon's Potatoes of which 13 bushels were picked out in a rotten condition, remaining hands in barn thrashing Wheat. I myself went p[er] Canoe to the Ship "George Emory" (lying to the Southward of Steilacoom Bay) and presented a letter to Captn. Balch warning him that the claim he had there taken was part of the possessions of the P.S.Co. and advising him to make no further improvements thereon. He replied that he should take no notice of the warning and would still continue his improvements [Ms. Page 42.]

Friday 24th. Incessant rain. Swamp filling very fast. Tapou & Indian Gang clearing the Sequalitz[474] River of the fallen Trees obstructing its passage. remaining hands employed as yesterday.

Saturday 25th. Constant rain. the Sequalitz has overflown its banks in several places. hands employed as yesterday. Mr. Ross in accordance with the new arrangements made between him & Dr. Tolmie, commenced this day by sending in from the plains one Carcasse Beef, Tallow, Hides &c, &c. He is for the future to send in one animal weekly.

Sunday 26th. No abatement in the weather.

Monday 27th. Forenoon Cloudy with rain, afternoon Fine with partial Sunshine. Chaulifoux, Jolibois &c, as before. Trudelle handling axes. Edwards delving in garden. Young preparing cords of hide for wool packing. Oxen hauling Sticks obstructing small river. two ploughs still at work. Indian gang variously employed Visitors Dr. Haden & Lieut[enan]t Dement[475] of Steilacoom.

474 Sequalitchew creek.

475 Lieut. John Dement, 1st Artillery, U. S. A.

Tuesday 28th. A slight frost this Morning, fine all day. Edwards with Indian gang at work in Swamp, remaining hands employed as before. Oxen took a load of Straw to Store on beach to cover & protect from Frost Simmon's Potatoes. Returned laden with Shingles. The Am[erican] Brig "Orbit" is reported to be lying at anchor off Steilacoom. [Ms. Page 43.]

Wednesday 29th. Fair. Chaulifoux, Trudelle, Cowie, Tapou, &c. at New Kitchen. Edwards cleaning Hams preparatory to smoking. Jollibois making ready smoke house to receive same. Indian gang carrying Fence rails &c. Mr. Ross in with a drove of Swine.

Thursday 30th. Fine. Work as yesterday, Edwards excepted sowing oats. 7½ B[ushel] sown.

Friday 31. Fine weather for the season of the year. Chaulifoux, Jollibois, Cowie & Indians at New Kitchen. Trudelle making an Harrow. Edwards morning sowing oats, afternoon butchering & dressing Pigs. Oxen brought a load of Shingles from beach & otherwise usefully employed. 40 bus[he]ls Potatoes sent in from the Plains. Carted in by Bastien[476] who has undertaken the job at the rate of 8cts p[er] bushl. Visitors, Messrs Simmons & Lamb. two Hogs slaughtered. 6 B[ushel] oats sown.

[*To be continued.*]

476 Isaac Bastien, one of the Red River settlers of 1841.

[To be continued.]

BOOK REVIEWS

Native Houses of Western North America. By T. T. WATERMAN and Collaborators. (New York: Museum of the American Indian, Heye Foundation. 1921. Pp. 97.)

Indian Houses of Puget Sound. By T. T. WATERMAN and RUTH GREINER. (New York: Museum of the American Indian, Heye Foundation, 1921. Pp. 61.)

In two small volumes published by the Museum of the American Indian, Heye Foundation, Dr. Waterman and his collaborators have rendered the valuable service of bringing together and systematizing our knowledge of native houses. In the first paper, "Native Houses of Western North America", the author advances the theory that the pit dwellings of the western part of the continent may have some connection with the underground houses of eastern Asia. From this point on, the paper really becomes a discussion of the varieties of pit dwellings rather than a comprehensive study of American houses. As long as the author deals with the northern part of this region he is very much at home and the point he makes regarding the outgrowth of the rectangular plank house from the conical pit dwelling is very good. He attributes this change in structure to the differences in the material employed; on the North Pacific Coast where woodwork is the predominant industry, wooden planks were used instead of the earth, brush, and logs of other regions. At the end of the paper there is a tabulation of the types of houses found in each of the areas previously described, but here there are some grave omissions. The Southwest materials are very meager, considering the data at hand. If the lists are to be at all complete, there should be more mention of the pueblo, and the cliff dwelling and slab house of this area should certainly be considered.

The second paper is a step toward filling a great gap in our knowledge of western North America. Travel accounts of early explorers and similar literature have been our only sources of information so a paper on "Indian Houses of Puget Sound" is doubly welcome because it makes such data more accessible and adds the results of the authors' own investigations. Here the authors describe the three most important types of houses, the gabled house, the shed house and the gambrel or lean-to form. A large amount of space is given to listing the Indian terms for the houses and their

various parts. This information would be very useful to the ethnologist if the language of the speakers were mentioned. Although we know that most of these Indians belong to the Salish linguistic stock it would be helpful to know to which dialect of this widely distributed family these terms belong. What also seems to be lacking in this discussion are comparative notes, both regarding the construction and the preparation of the materials used. There is excellent material of this kind to be had for the district of the North where Professor Boas has made thorough investigation. It would be interesting to know whether the Puget Sound Indians prepared their wooden planks in a way similar to that employed further north and whether there is any of the famous North Pacific Coast wood sewing.

This kind of data is of value not only to the ethnologist, but also to the historian and student of culture. One paper brings up again the discussion of the connection between America and Asia which is of interest to every thorough student of native American culture. Furthermore each paper of this character brings out the very important point that the native culture of America is not as simple as our American historians were wont to believe, but offers intricate problems of diffusion and differentiation which must some day be solved. ERNA GUNTHER

Pacific Northwest Americana; A Checklist of Books and Pamphlets Relating to the History of the Pacific Northwest. Compiled by CHARLES W. SMITH. (New York: The H. W. Wilson Company, 1921. Pp. 329. $4.00.)

The Pacific Northwest, including in that designation the Old Oregon Country, Alaska and the Yukon, has a remarkably interesting history and a growing literature of its own based thereon. The importance of that fact came early to the notice of those conscientious servants of the people, the librarians in charge of the reference work in the public libraries of the leading educational and commercial centers of this rather extensive region; and the publication of this volume is one direct result of their united interest. The idea was formally endorsed by the Pacific Northwest Library Association, and the work of compiling and editing has been carefully and generously done by one of its members from the data sent to him for that purpose. The contents of the book is based upon the shelf lists (upon this subject) of more than a dozen

of the leading libraries in four states of the union and in the province of British Columbia. It therefore appears as a contribution of joint service rather than a mere commercial enterprise.

This volume will prove a ready reference book, especially for readers of history, for the members of our patriotic societies, reading clubs, study clubs and the owners of private collections of Americana, and for professional librarians everywhere. It may also serve as a printed catalogue for owners of private libraries who wish to use it as such. The book is accurately and completely described on its title page. While a second edition of a similar publication eleven years ago, additions and improvements render it practically a new bibliography of Pacific Northwest history and interrelated subjects. It describes briefly in alphabetical sequence nearly five thousand books or pamphlets that have been published and tells where they can be consulted. Manuscrips, documents, maps and some periodicals are omitted but one half of each page of text has been left blank for annotations or the insertion of other items, each in its proper place. This feature adds much to its practical value. The arrangement is not free from some obscurities and perhaps might have included more cross-references to advantage, but the student can feel quite certain that what is wanted can be found between the two covers.

The volume is plainly but well bound and the choice of a publishing and distributing house was fortunate. T. C. Elliott.

Narrative of a Tour From the State of Indiana to the Oregon Territory in the Years 1841-2. By Joseph Williams, with an Introduction by James C. Bell, Jr. (New York: The Cadmus Book Shop, 1921. Pp. 95. $10.00.)

Credit is due the Cadmus Book Shop for reprinting the rare journal of Joseph Williams recounting his trip from Indiana to Oregon and return in the years 1841-42. According to the editor, Mr. James C. Bell, but two copies of the original edition are known, one in the Library of the New York Historical Society and one in the private library of Mr. H. R. Wagner. It is not surprising that Mr. Williams' Narrative has been practically unknown to students of the Pacific Northwest.

Mr. Joseph Williams was prompted to make his tour to Oregon by a desire to preach to the Indians and by an equal desire to see the country. He traveled independently, much of the way alone,

and for his own satisfaction. He was sent by no organization and received no aid from any church or other society. He was strictly a free lance and his observations are always the result of his own thinking.

This *Narrative* throws some rather valuable side lights upon conditions in the Oregon Country notwithstanding the author's frequent digressions upon the wickedness which he everywhere found. As a Methodist, he is apprehensive regarding the success of the Catholic missions. He has only kind words, however, for Father de Smet with whom he traveled on the outward journey. He visits the principal mission stations and criticises the workers freely, regardless of denomination. His experiences at Fort Vancouver were unpleasant and he refers to Dr. John McLoughlin of revered memory as a "wicked old sinner".

The volume is modestly and attractively bound. A map of the route traversed would have added greatly to the usefulness of the volume.

Journal of a Voyage Northward of California in 1775. By Don Francisco Antonio Mourelle; translated by the Hon. Daines Barrington; reproduced with notes, maps and index by Thomas C. Russell. (San Francisco: Thomas C. Russell, 1734 Nineteenth Avenue, 1920. Pp. xii + 120. $15.00.)

This beautiful and elaborate book has an extensive title-page, too extensive for use here. The running-titles of the pages will suffice.

Mr. Russell has rendered a valuable service to the cause of history on the Pacific Coast. However, that service has very distinct limitation. Only 230 copies of the book were printed from type cast by the American Type Founders Company, the pages being distributed immediately after completion of the presswork. In his foreword, Mr. Russell says that he set the type by hand, read the proof, did the presswork, compiled the notes and made the index. It is his book. He has a right to be proud of it. Since he has limited the number of copies, it is clear that the work will have a relatively scant use. Another limitation of the value of the work is found in the availability of the original journal which he has reproduced. He quotes Robert Greenhow, 1844, to the effect that Daines Barrington's *Miscellanies* (London, 1781,) was a rare

book. Charles W. Smith's *Pacific Northwest Americana,* page 19, shows that the book may be found in the following libraries of the Pacific Northwest: University of Oregon, Eugene; Oregon Historical Society, Portland; Legislative Assembly of British Columbia, Victoria; Library Association of Portland, Portland; Public Library, Seattle; Washington State Library, Olympia; University of Washington, Seattle. It is quite likely that the principal libraries of California are equally well supplied with the original work.

The distinct contributions by Mr. Russell are the notes and the index. The latter will save time for all who can consult it from this time on. The notes and the foreword contain much useful information, by no means restricted to the one voyage. The pilot of the *Sonora,* and keeper of the log, Don Francisco Antonio Mourelle is given a merited biographical sketch and evidence is presented to fix the form of his name. The nature of this second Bucareli expedition is fully shown. The Viceroy intended it to pick places for Spanish settlements to hold the coast against all rival claimants. This plan has not been so fully realized before as the incentive for the voyage of the *Santiago* and *Sonora.*

The notes are all interesting. They seem to be more complete and dependable for the California Coast than for the region to the Northward. There are fine accounts of San Francisco and the first vessel to sail through the Golden Gate. Twice Mr. Russell says that Nootka was the Indian name for the famous harbor on the west coast of Vancouver Island. If he had consulted Captain John T. Walbran's *British Columbia Coast Names,* pages 359-362, he would have found his statement to be an error. He also would have found that the place where Quadra and Vancouver met was marked by a monument erected by the Washington University State Historical Society in August, 1903. This latter event was recorded by the Royal Academy of History at Madrid, by many newspapers, magazines and by Reuben Gold Thwaites in *Rocky Mountain Exploration,* page 18. The Justin Winsor prize essay, "The Nootka Sound Controversy," by William Ray Manning, *American Historical Association Annual Report for 1904,* pages 279-478, ought not to have been overlooked. In Edmond S. Meany's *Vancouver's Discovery of Puget Sound,* Mr. Russell would have found an adequate index leading to a chapter on Nootka Sound, another on the Life of Bodega y Quadra and other references which would have helped him, with the items above mentioned, to make his notes on the

northern shores compare more favorably with those about his own California shores.

Another California flavor is seen in the treatment of the captain of the *Sonora*. His full name, Don Juan Francisco de la Bodega y Quadra, is given several times. However, he is most often referred to as Bodega. That is common with Californians. Perhaps it arises from the fact that the Spaniards named the bay north of San Francisco after the Captain—"Puerto de la Bodega." On the other hand, when Captain Vancouver sailed around the great island in the north and went to Nootka to meet the representative of Spain, he was asked by Captain Bodega y Quadra to name some geographic feature with their names united. He complied in magnamimous way by thereupon naming the island "Quadra and Vancouver Island." An avenue in Victoria, B. C., is named Quadra, as was also the British Columbia steamer serving the lighthouses on the coast. Thus, north of California, Quadra is the familiar name of the famous captain of the *Sonora*. In Mr. Russell's carefully prepared index reference is not made to the captain under either of the spellings "Quadra" or "Cuadra." In consulting the index northern readers must remember "Bodega" or "De la Bodega."

Since there is to be no second printing of Mr. Russell's book the remarks here recorded can only serve as a sort of corrective by his readers north of the forty-second parallel of north latitude.

Joint Report Upon the Survey and Demarcation of the Boundary Between the United States and Canada From the Western Terminus of the Land Boundry Along the Forty-Ninth Parallel, on the West Side of Point Roberts, Through Georgia, Haro, and Juan de Fuca Straits to the Pacific Ocean. By the INTERNATIONAL BOUNDARY COMMISSION. (Washington: Government Printing Office, 1921, Pp. 104.)

The United States Department of State has issued this work which will be deemed important and final on a boundary that one time caused a dispute verging upon war with Great Britain.

On April 11, 19.8, there was signed at Washington a treaty between the United States and Great Britain to mark the boundary between the United States and Canada from the Antlantic Ocean to the Pacific Ocean. Article VIII. of that treaty related to the boundary treated in this present report. His Britannic Majesty's Commissioner was W. F. King from 1908 to 1916, and J. J. McAr-

thur from 1917 to the end. The United States Commissioner was O. H. Tittmann from 1908 to 1915; E. C. Barnard from 1915 to 1921, and E. Lester Jones from February 28, 1921, to the end. The letter of transmittal is dated May 10, 1921, and the report is signed by both Commissioners McArthur and Jones.

There are twenty illustrations of lighthouses, monuments and beacons. In a pocket at the back of the book is a fine chart showing the entire boundary. The technical part of the report is apparently accurate and definitive. It will undoubtedly stand the test of time. Collectors of Northwest Americana and especially thoughtful mariners should secure this work while it is available. They will find it useful and the story of how the work was accomplished will prove interesting.

Having written thus earnestly in praise of the actual or technical work, it is desired to offer some constructive criticisms of the phraseology.

The United States Geographic Board, Fifth Report, page 170, has decided that the name of the great waterway is Juan de Fuca Strait. The book under review mentions the waterway 46 times. The excellent map carries the official name Juan de Fuca Strait. Eight references in the text do the same. There are five quotations in which the form used is not chargeable to the compilers of the book. That leaves 32 times in which the name is given such forms as "Juan de Fuca Straits," "Fuca's Straits", "Straits of Juan de Fuca". "Straits of Fuca", "Strait of Fuca", etc. The index shows one reference each to "de Fuca, Straits", "Fuca, Juan de, Straits", and nine references to "Straits of Fuca". The index does not show at all the official "Juan de Fuca Strait". Throughout the Pacific Northwest people place the word "Strait" or "Straits" before the "Juan de Fuca". For this reason the United States Geographic Board may reverse its decision. In the meantime, such confusion as is shown in this Government publication is pathetic.

On page 62, the Spaniards' "Cabo Frondoso" is written "Cape Fondosa". Captain Kendrick is given credit, on page 69, of having been the first to circumnavigate the present Vancouver Island. This was long ago shown to be an error. The most complete study of the question is by C. F. Newcombe, M. D., *The First Circumnavigation of Vancouver Island,* being Memoir No. 1 of the Archives of British Columbia, published at Victoria, B. C. in 1914.

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name of Grays Harbor as "Bull Finch Harbor". Surviving members of the Bulfinch family will resent this blunder. Charles Bulfinch, whom Captain Gray sought to honor by naming the harbor, was one of the owners of his ship *Columbia* and was also a famous architect. He is credited with having drawm the plans of the capitol at Washington, D. C.

On page 71, the famous Spanish vessel *Sutil* is given as "Satil" and its master Captain Galiano is given as "Galleano". Captain William Clark, of the Lewis and Clark expedition, is wrongfully given a final "e" to his name. The Elliott Coues edition of the *Journals* gives his autograph more than once and throughout the three volumes the name is correctly spelled. The same blunder has been perpetuated by adding the final "e" to the name of Clarke County in the State of Washington. This was ably discussed by Frederick V. Holman in his presidential address before the Oregon Historical Society, December 18, 1909. See the *Quarterly of the Oregon Historical Society*, Volume XI., pages 3-6.

It was probably only a typographical error which coused Marias River to appear on page 74 as "Marius River". The United States Geographic Board has rendered a decision on the proper spelling of that name.

The Governor and Company of Adventurers of England Trading into Hudson's Bay during Two Hundred nad Fifty Years, 1670-1920. By Sir William Schooling, K.B.E. (London: The Hudson's Bay Company, 1920. Pp. 129.)

Here is a beautiful and worthy tribute to one of the most remarkable institutions of the new world. The book is handsome in type, binding, illustration and—above all—in spirit of service.

After the introductory chapter and lists of officers, there are ten chapters with the folowing heads: The Prelude to the Charter, The Granting of the Charter, Exploration and Discovery, Life in the Service, Indians, A Chapter of Natural History, Landmarks of History, Land and Settlement, Forts and Stores, Fights and Wars. The illustrations include colorplates, half-tones and clever drawings.

The spirit of the book is well shown in the introduction by the present Governor of the Company, Sir Robert Molesworth Kindersley, G. B. E. He says: "There were long conflicts with the French, and difficulties to be settled with Russia and the United States.

There were attacks upon the Charter and the rights of the Company which had to be met. There was the rivalry of the North-West Company, terminating in union; and—the crowning event of all—the surrender to the Queen of England of some of the rights under the charter in order that the territory the Company had ruled might be transferred to the people of Canada.

"This was the beginning of a new and momentous era in the Company's history. By its agreement it acquired a different title from that which the Charter afforded to specified proportions of the 'Fertile Belt', and thus became directly interested in land and settlement, with which it had previously had little concern. * * *

"The Great War brought responsibilities and opportunities of a new and different kind. For long after the foundation of the Company it was in conflict with the French traders, and, indeed, with France herself; but the days of enmity have long gone by, and it was a singular privilege for the Company to be entrusted by the French Government with great and responsible duties which played some part in winning victory for the Allies."

That the Company has a sense of its enduring life is made clear in Sir William Schooling's closing sentences: "In some future century a later historian will give the record of the times that are now to come. It will be a story of still greater accomplishments, of services yet more valuable, and of the continued growth of the spirit and tradition which have prevailed throughout the company since the granting of the Charter two hundred and fifty years ago."

The Colonization of North America, 1492-1783. By Herbert Eugene Bolton and Thomas Maitland Marshall. (New York: The Macmillan Company, 1920. Pp. 609. $4.25.)

It is appropriate as well as refreshing that this new view of American history should be the product of men of the far West. Doctor Bolton is Professor of American History in the University of California and Doctor Marshall before he became Professor of History at Washington University, St. Louis, was a member of the staffs at Stanford University, the University of Idaho and the University of Colorado.

In this important book they have presented against a broad European background the spread of civilization in America. They have written from the standpoint of America as a whole. Col-

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onies of all nations and throughout the new world receive attention in the evolution as one big theme. The scope of the work may be understood from the following main divisions: I. The Founding of the Colonies; II. Expansion and International Conflict; III. The Revolt of the English Colonies.

American History and Government. By MATTHEW PAGE ANDREWS. (Philadelphia: J. B. Lippincott Company, 1921. Pp. 528.)

The author is a native of West Virginia and now a resident of Baltimore. He has sought to produce a text-book free from sectionalism. Under the heading of "Influence of the West and the South," on pages 408-411, he discusses the experiences on the Pacific Coast with Chinese, Japanese and Hindus. On pages 433-435 is a discussion of American affairs in the Pacific.

OTHER BOOKS RECEIVED

ALASKA PIONEERS' HOME AT SITKA. *Biennial Report of the Board of Trustees, 1919-1920.* (Juneau: Alaska Daily Empire Print, 1921. Pp. 24.)

ALVORD, CLARENCE WALWORTH. *Governor Edward Coles.* (Springfield: Illinois State Historical Library, 1920. Pp. 435.)

BUFFALO HISTORICAL SOCIETY. *Publications,* Volume 24. (Buffalo: The Society, 1920. Pp. 415.)

HAMILTON, J. G. DE R. *The Papers of Thomas Ruffin.* (Raleigh: North Carolina Historical Society, 1920. Pp. 464.)

KELLER, ALBERT G. *Through War to Peace, A Study of the Great War as an Incident in the Evolution of Society.* (New York: The Macmillan Company, 1921, second edition. Pp. 196.)

TODD, VINCENT H. *Christoph von Graffenried's Acount of the Founding of New Bern.* (Raleigh: North Carolina Historical Society, 1920. Pp. 434.)

NEWS DEPARTMENT

Work of Professor Golder.

Professor Frank A. Golder, of the history department at the State College of Washington, is achieving brilliant success in collecting materials in Europe for the Hoover Collection at Stanford University. He has entered upon his second year of this important work. In the *American Historical Review* for April, 1921, he had an article on "The American Civil War Through the Eyes of a Russian Diplomat," which is well worth while. The diplomat was Edouard de Stoeckl, who is especially remembered on the Pacific Coast for his part in the American negotiations to purchase Alaska. Professor Golder got his materials for the article while preparing for the Carnegie Institution of Washington his *Guide to the Materials for American History in Russian Archives,* published in Washington in 1917.

Courses on the History of Alaska.

Victor J. Farrar, whose research work in western history is well known to readers of this *Quarterly,* has undertaken to give courses in the history of Alaska in the University of Washington, beginning with the second term of the Summer Quarter.

Inland Empire Pioneers' Association.

The annual meeting was held at Walla Walla on June 14, 1921. The principal speaker was Professor John Horner of the Oregon State College. Brief talks were also given by Professor Louis F. Anderson of Whitman College and Mrs. Alvina Baumeister. Invitations were sent out by Ben Burgunder, President, and Miss Helen McCarthy, Secretary.

Associates of Eighty-Nine.

This organization held a brilliant and successful celebration of the anniversary of the great Seattle fire of June 6, 1889. Among other events was the placing of a bronze tablet at the place where the fire began, the southwest corner of Madison and first Avenue. This was done by the survivors of the Volunteer Fire Department. The speaker on this occasion was L. C. Gilman. Six hundred "Eighty-Niners" attended the dinner in the evening.

Pioneer Association of the State of Washington.

The annual meetings were held on June 7 and 8, 1921. The principal speaker was Judge W. P. Bell, of Snohomish County. William P. Bonney of Tacoma was elected President; Leander Miller, Vice-President; Hillman F. Jones, Secretary; William M. Calhoun, Treasurer; Rev. A. Atwood, Chaplain; Rolland H. Denny, Leander Miller, Mrs. Bertha Piper Venen, Henry L. Denny and Willis G. Ames, Trustees. All the trustees are of Seattle except Mr. Ames whose address is Port Orachard.

Landmarks at Nisqually.

The State Federation of Women's Clubs became the guests of the Dupont Women's Club for one afternoon for a luncheon and dedication of the old historic buildings of Fort Nisqually, first home of white men on Puget Sound. Visitors were pleasantly surprised to find that the Dupont Powder Company, new owners of the property, had marked most of the buildings which are to be saved for their historic values. In placing the placards the company had been assisted by W. P. Bonney, and others of the Washington State Historial Society. A few days after the celebration the grounds were visited by Clarence B. Bagley and Ezra Meeker of Seattle, George H. Himes of Portland and sons of Edward Hug- Professor in the University of Washington. They will be welcomed gins, last representative of the Hudson's Bay Company and the Puget Sound Agricultural Company. Mr. Huggins had become an American citizen and secured the old fort for his homestead. These visitors pointed out a number of spots worth marking. It is a pleasure to record the interest in these matters by the new owners of the land.

New Professors of History.

Two men have been added to the history staff in the University of Washington. Henry Stephen Lucas, at present an instructor at the University of Michigan, where he obtained the Doctor of Philosophy degree in 1921, is a specialist in Medical History. He has had valuable experience in Europe. J. A. O. Larsen finished his work as a Rhodes scholar at Oxford in 1914. He was engaged in various forms of war work, chiefly in Denmark. After the armistice he became Professor of Greek and Latin in Concordia College. When appointed to the faculty of the University of Washington, he was doing graduate work at Harvard University. His specialty is Ancient History. Each man has the rank of Assistant to their new field of work in October.

The Washington Historical Quarterly

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Contents

F. W. HOWAY ..... Captains Gray and Kendrick: The Barrell Letters 243
W. P. BONNEY ..... Naming Stampede Pass 272
JOHN T. CONDON ..... The Oregon Laws of 1845 279
PEACE PORTAL COMMITTEE The Peace Portal 283
EDMOND S. MEANY ..... Origin of Washington Geographic Names 288
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 300
BOOK REVIEWS 304
NEWS DEPARTMENT 311
INDEX 315

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CAPTAINS GRAY AND KENDRICK: THE BARRELL LETTERS.

The outlines of the voyage of the *Columbia* and the *Washington,* 1787-1790, are trite indeed, and it is not intended in this paper to re-tell a story so well known; but every reader as he follows the vessels on their historic voyage finds certain questions constantly arising and insistently demanding an answer: Why the long delays at the Cape Verd Islands, at the Falkland Islands, and at Juan Fernandez? What were the real relations of the two captains? What were their relations with the Spainards at Nootka? Why were the vessels not seized at the same time as those belonging to Meares? Why did Kendrick hand over to Gray the command of the *Columbia* —the important ship—and take the sloop himself?

In the library of the Massachusetts Historical Society is a series of letters, known as the Barrell Letters, written by Gray, Kendrick, and Hoskins, which while, perhaps, not solving any of these questions, yet read in connection with other contemporary accounts, throw a light upon them by means of which, as through a glass darkly, a part, at any rate, of the answers may be spelled out. Copies of a goodly number of these letters are in the library of the University of Washington; it is to be regretted that the whole series was not copied, and the hope is expressed that in the near future a complete transcript will be obtained.

The vessels sailed from Boston on 1st October 1787, reached the Cape Verd Islands on 9th November, sailed therefrom on 20th December, arrived at the Falkland Islands probably about the end of January 1788, resumed their voyage on 28th. February, and separated in a gale off Cape Horn on 1st April. The *Washington* made her landfall on the Californian coast, latitude 41°36', on 2nd August, and trading along as she proceeded northward reached

The Washington Historical Quarterly

Nootka on 16th September; the *Columbia* arrived at Juan Fernandez on 25th May and after some delay proceeded uninterruptedly to Nootka, where she anchored on 21st September 1788.

At the Cape Verd Islands the first friction developed: Mr. Woodruffe, the chief officer of the *Columbia,* was removed from his position and left the ship. He was, according to Haswell, granted by Captain Kendrick permission to sleep that night on the *Washington,* but no sooner had he boarded her for that purpose than Kendrick withdrew his consent and sent Haswell to the *Washington* to "order Captain Gray in his name to send Mr. Woodruff and his baggage immediately on board". Mr. Simeon Woodruffe was an "elderly gentleman" who had served as gunner's mate on the *Resolution* during Captain Cook's third voyage. Readers of the Anonymous (Rickman's) Journal of Captain Cook's Last Voyage[1] will remember him as one of the party of three belonging to the *Resolution* who were lost for two days on Christmas Island and whose adventures and sufferings are therein set out in great detail. Dr. Roberts, the surgeon, also quitted the *Columbia* at these islands and entered with the Portuguese Governor a formal complaint of "the inhuman treatment he had received". Some difficulty occurred between Captain Kendrick and the Governor owing to the former's refusal to deliver up the surgeon's clothes; despite many efforts to obtain them, the *Columbia* sailed away leaving the surgeon behind, but carrying off his clothing. In one of the letters which follow it will be observed that Captain Kendrick refers to these two men's having left the ship in language that implies that though he had not reported the incident it must be known to his owners, doubtless through some vessel from Cape Verd; yet surely that did not prevent, but rather compelled, him to put forward his own version.

Before the expedition arrived at the Falkland Islands the trouble which had been brewing between Captain Kendrick and Robert Haswell, his second officer, culminated in an assault by the captain upon his officer—"a liberty," says Haswell in his log, "which perhaps he dare not have taken had he been on equal ground and not been in the ship he commanded". At Brett's Harbor, Falkland Islands, where, it would appear, the vessels lay for nearly a month, Haswell was transferred into the *Washington.* If he is to be believed quarrels between Kendrick and his officers were of frequent occurrence. In estimating Captain Kendrick's character, conduct, and

1 See my article, "Authorship of the Anonymous Account of Captain Cook's Last Voyage," in this *Quarterly,* vol. xii, no. 1 (January, 1921), p. 51.

abilities allowance must be made for Haswell's bias, conscious or otherwise. He alleges that while at Falkland Islands Kendrick had frequently intimated his intention of wintering there, but that in deference to his own and Captain Gray's vigorous remonstrances he ultimately agreed to continue the voyage without further delay.

From the ship *Columbia,* lying in Brett's Harbour, Falkland Islands, Kendrick issued to "Capt. Robart Gray" instructions for the remainder of the voyage, in which he ordered him to rendez-vous at Nootka Sound: "You have the command of the sloop Washington my orders is that you sail with the Columbia and do all in your power to keep company with her But should you get seperated from her by Bad weather or any excident whatever you are to proceed on your voiage Round Cape Horn in to the pacific ocean and then stand to the Northward as far as the Latt 49°36′ North and Longitude 126°40′ West from the meridian of London there you will find a harbor by the Name of Nootka Sound on the west side of North America."

The first letter in the series was written from Mayo, Cape Verd Islands, where the ships had anchored on 9th November.

Thursday November 15th 1787
On board the Ship Columbia at
anchor in English Road in Isle May

Joseph Barrell Esqr
Sir

I arrived here after a passage of forty two Days with the Washington in company, we are all in good health & high spirits, Our Ship sails very well, is a good Sea Boat, and very tight—We have got plenty of fresh stock on board and shall sail this Day for St. Jago [Santiago] to fill our Water, from that place I shall write you more fully—Please to present my Compliments to the Gentlemen Owners and blieve me

Sir, to be with esteem
Your Very humble Servt
John Kendrick

Captain Kendrick says the ship sailed well; Haswell's complaint is that she was not given a chance: that never on the passage to Cape Verd Islands were the studding sails set. These islands were a regular port of call for the Boston vessels; live stock and other refreshment could be obtained there at reasonable cost. As the expedition sailed on 1st October and consumed thirty-nine

days on the trip to Mayo—Captain Gray made it in 1790 in the same ship in twenty-nine and one-half days, Boit tells us, and that he called "a long voyage"—in order to reach the forty-two days, Kendrick must compute the time from the day the pilot boarded the ship, and thus include the three days of final preparation of which Haswell speaks. Kendrick left Mayo, not that day, but the following, for St. Iago [Santiago], and there remained for over a month, to wit, until 20th December—a long time "to fill our water". If Captain Kendrick kept his promise to write from St. Iago the letter has disappeared, for the next letter is from Juan Fernandez.

On board the Ship Columbia
Cumberland Bay, Juan fernandes
May 28th 1788

Joseph Barrell Esqr
Sir

I have the pleasure to inform you of our safe arrival at Juan fernandes in the Pacific Ocean after a fatigueing passage of eighty six Days from Faulkland's Islands, and the misfortune of parting with the sloop Washington on the first of April--We are all in health and our Ship seaworthy—I have only an oppertunity of a few moments to write, which I hope will be a sufficient apology for not being more explicite—

I have the honour to be
Sir, with esteem
Your humble Servt
John Kendrick

P. S. The sloop Washington
has Orders to Stop at
Massafuera which induces
me to think that she is
safe,—

The *Columbia* and the *Washington* wintered at Friendly Cove, Nootka Sound. Haswell tells us that the vessels were laid up in ordinary; a house was built on shore; spars were got out to rig the *Washington* as a brig, or rather a brigantine, (a favorite project of Captain Kendrick's) although the necessary canvas, cordage, and blocks were altogether lacking; charcoal was prepared for the smith's subsequent use; a little trading went on, and some of the crew were employed in hunting. On one occasion, this authority informs us, Captain Gray attempted to haul out the *Washington* to

grave her, in anticipation of the next season's work, without having asked Captain Kendrick's permission. The latter "seeing us unmoar without his orders he haled us in a pett and ordered Captain Gray to moar the ship immediately again this of course we obeyed". A serious fire at one time endangered the safety of the *Columbia;* at another time the Indians stole fifteen of the water casks and five cannon. During the winter the *Washington* was made ready for sea, but Haswell makes no mention of any such effort as regards the *Columbia.* The sloop sailed on her first cruise in March, leaving the ship in Friendly Cove. In her absence Kendrick removed the *Columbia* to Mawinna, or Kendrick's Cove, (now Marvinas Bay) seven miles up the sound. Vancouver[2] says this cove was "in great repute with the traders on this coast, and particularly so with the Americans". When the *Washington* returned on 23rd. April Haswell was "greatly surprised to find the ship not ready for sea she was now nearly a Hulk had not been graved or scarce any preparation made for sea".

Early in May, 1789, arrived Don Estevan José Martinez in command of the Spanish ship of war, *Princesa.* At that time only the *Iphigenia* and the *Columbia* lay in Nootka Sound; he had met the *Washington* off the entrance, as she was setting out on her successful trip to Queen Charlotte Islands. Naturally, one of Martinez's first acts was to enquire of Captain Kendrick what these American vessels were doing in Nootka Sound, which was then claimed as a Spanish possession. The *Iphigenia* could have told him, for Meares records that Gray informed him that the expedition was "equipped, under the patronage of Congress, to examine the Coast of America, and to open up a fur-trade between New England and this part of the American Continent, in order to provide funds for their China ships, to enable them to return home teas and China[3] goods". However he made the enquiry and obtained the following answer from Captain Kendrick:

Nootka Sound
8 May Anno Dom 1789

Don Estephen Joseph Martinez
Commander of his most Catholick
Majesties Ship Princessa

Sir:

2 *Voyage of discovery to the North Pacific ocean and round the world . . . in the years* 1790, 1791, 1792, 1793, 1794, and 1795 . . . (London, Stockdale, 1801), vol. vi, p. 88.

3 Meares, John, *Voyages made in the years 1788 and 1789, from China to the North West coast of America* . . . (London, Walter, 1790), p. 219.

In answer to your request how I came to be riding at anchor in Nootka Sound belonging to the King of Spain I would inform you that in the month of September 1788 I arrived on this Coast on discovery and anchored in the Cove Uqot[4] on the Western entrance of this Sound haveing prior to my arrival sprung the Head of my mizn mast & in a Gale from the N E my Rudder received some considerable Damage, likewise my Stern post became lose, to repair these Defects & recover my men the most of which were sick with the scurvy and two actually Died with the Disease a few days before my arrival I was Infallibly obliged to anchor Finding the natives Inofensive & a good Harbor to repair my ship which had been then near 12 months from Boston the Season being Far Advanced I was induced to remain the Winter and proceed to the Northd in the Spring following, which is the present, & now as you may Observe we are getting our Ship in readiness for Sea with all possible dispatch and as soon as this is accomplished shall depart from the port. for myself & officers whose names are hereto jointly affixed

I have the honor to assure you
I am very respectfully
Your most obed't & very humble
Servant
[No signatures]

Certainly this is a very pitiful tale and Martinez records it almost word for word in his diary. Of course the voyage of discovery and the accidental call at Nootka were mere diplomatic statements for public consumption and, doubtless, deceived no one. The reference to the ravages of the scurvy has the support of Haswell's Log, in which he states: "I concluded at first sight her [the *Columbia's*] people were in an advanced state of the scurvy for tho very moderate and pleasant her topsails were reefed and her topg't masts down on deack.... They had been so unfortunate as to loose two of there people with the scurvey and most of the rest of the crew were in an advanced state of that malignant Distemper". Yet on the other hand this contradicts Kendrick's letter to Barrell as will later appear, and Captain Gray makes no mention of any such loss.

The letter evidently made the desired impression, as appears from the following, written four days later:

4 Friendly Cove, Nootka Sound.

May 12th

Don Estephen Jos Martinez
Comr of His most Catholick majesties Ship
Princessa

Sir

Yours of the present date is now laying before me and the Contents Noted, I observe with pleasure you are satisfied with my Answer relative to my Ship, with respect to my Sloop she being ready for sea the 2d of May that is the present month I thought best to employ her on discovery to the Northward of this port particularly to explore the Streights of Admiral De Fonte likewise if possible to procure Hoops to replace the Water Casks I made mention to you the Natives stole from me during the last Winter holding in Idea this wou'd be employing her advantageously while the Ship was getting ready

I have the Honor to Remain
[Not Signed. Endorsed, from Kendrick]

It may be remarked on this letter that it is scarcely ingenuous; the sloop was ready for sea and had sailed on her first cruise on 16th March; she had returned on 23rd April, and sailed again on 2nd May.

The relations between the Americans and the Spaniards seem to have been most friendly from the very beginning. The following letter is set out merely as an example.

May 16th [1789]

Don Estephen J Martinez
Commander of His most Catholic
Majesties Ship Princessa

Dear Sir

I this moment received a Letter Handed me by a man of Capt Arrow's Boat[5] which I take to be the Blacksmith by what I can understand by him you want some Iron work Done and if that shoul'd be the Case I will have it done for you with all possible dispatch that I can I hold myself in readiness to serve you in any and every thing in my power but as to the Letter it is so unintelligible as to the English that I can make nothing of it

I have the Honor to Remain
Sir
Your Devoted Servt
John Kendrick

At this time the trouble with Meares' vessels had commenced;

the *Iphigenia* was seized on the 14th May; her strange instructions and her masquerading under Portuguese colours roused the suspicions of the Don; whereas everything surrounding the American venture was, or seemed to be, on the surface. The story of the beginning and development of that good feeling can be pieced together from Martinez Diary and Haswell's Log. The former tells the story in great detail. As the entries are too lengthy to be introduced *in extenso*, a mere summary will be given. As the *Princesa* was approaching Friendly Cove on 4th May 1789 the *Washington* was sighted as already mentioned, carrying, says Martinez, "the American colors of the Congress of Boston". On being hailed Captain Gray explained that his commander was in Nootka Sound, that the expedition was on discovery, and that the *Washington* was now bound northward "in search of material for pipe and barrel staves". We know that on this trip Gray sought and secured many sea otter skins, but this is the first and only word about the pipe and barrel staves, Martinez saw their passport, as he calls it, "which was signed by General Washington and countersigned by their captain John Kendrick". Gray presented to him, he says, two cloaks made of red feathers, a fine palm hat, two red birds, and a black one—all from the southern seas, and probably much the same as Tianna gave to John Henry Cox[6]. Not only did Gray make him this present[7] but, adds Martinez, "the Americans saluted the flag of his Most Catholic Majesty with seven guns"—adding courtesy to generosity. Haswell says: "He was no sooner informed who we were than he said if there was aney thing in his ship we stood in need of he would supply us".[8]

After the *Princesa* had anchored in Nootka Sound and Martinez had received Kendrick's letter of 8th. May, the latter showed him a certificate from Gonzales, the Governor of Juan Fernandez, of the arrival of the *Columbia* and the good conduct of her crew

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5 Gonzales Lopez de Haro in command of the *San Carlos*, the other Spanish ship of war at Nootka at the time. She had arrived on May 12, 1789.

6 Mortimer, John, *Observations and remarks made during a voyage to the Islands of Teneriffe, Amsterdam, Maria's Island near Van Diemen's Land, Otaheite, Sandwich Islands, Owhyhee, the Fox Islands on the North-West coast of America, Tinian and from thence to Canton, in the brig Mercury, commanded by John Henry Cox*. . .(London, Cadell, 1791), p. 84.

7 This raises an interesting question: how did Gray obtain these articles? In his own voyage he had not been near any of the South Sea Islands. He had sighted Masafuera, St. Ambrose, and had passed between the Galapagos Islands, and then sighted the coast of California; he had almost coasted from the Straight of Magellan—to Haswell's great disgust. Hence, he could not have got them. As to Kendrick, after he left Juan Fernandez, where he could not have obtained such things, he is understood to have sailed direct to Nootka. There is no record of his calling at any of the South Sea islands. The likely explanation is that the *Iphigenia*, which had only returned on April 24 from the Sandwich Islands, where such things were very plentiful, and brought them.

8 Haswell adds a little later: "He made Captain Gray preasants of Brandy wine hams sugar and in short every thing he thought would be acceptable."

during their stay. That afternoon Martinez found on the port gangway of the *Princesa* "two medallions of white metal", which he describes. These were some of the medals struck in commemoration of their voyage.[9] "They left them", he writes, "as memorials of their expedition wherever they landed". These attentions were not lost on the courtly Spaniard; then began an apparent friendship. Kendrick accompanied Martinez to visit Maquinna and the other chiefs, and introduced him as his brother, who would protect and assist them, and to whom they should be very friendly. Thereafter, as Martinez proudly records, the Indians saluted him as "Friend, friend". The *Princess Royal* arrived on 15th. June; Martinez informed Hudson, her commander, "that if he wished to assure himself that this port and coast belonged to the King of Spain, he might obtain the information from the first pilot of the Boston frigate *Columbia,* Don Joseph Ingraham, who could furnish him the certain evidence". The American and Spanish commanders frequently dined together. On an early occasion Martinez sets down in his diary: "During mess they drank three times to the health of our monarch, and each toast they followed with a salvo of thirteen cannon shots". He records the return of the *Washington* from her northern cruise, but says nothing regarding her success in finding the Straits of De Fonte nor of the "pipe and barrel staves," of which she had been ostensibly in search. In all probability Martinez knew the truth. Perhaps this only goes to show the truth of Butler's adage: "Doubtless the pleasure is as great of being cheated, as to cheat." In all the disputes with Meares' vessels Martinez always looked to Kendrick and his men for, at least, moral support.

The friendship was, perhaps, more apparent than real; each party was probably using the other, and possibly each party was deceiving the other. After the Americans had sailed from the coast in the fall of 1789 Martinez in a long review of the whole situation expressed himself in his diary thus: "The sloop *Washington* continued on her way, not on a voyage of discovery as her commander said, but in pursuit of the fur-trade, which is the principal object of all the people who come to this coast. I could have taken this sloop

9 In Mortimer, *Observations and remarks,* p. 88, under date of September 14, 1789, these medals are described as being "of pewter and nearly the size of a crown piece and very neatly executed." Later he adds: "The medals seem to have been left (at) the different places touched at by the Americans, with a view (to) commemorate the first voyage of the kind undertaken by them and to fix them in the remembrance of the natives . . . in my opinion a very excellent plan and worthy the imitation of all future navigators who may be sent on voyages of discovery." Evidently these had been left by Captain Gray in the Columbia, when on her way to China in the preceding August. In Greenhow, *History of Oregon . . .*, (London, Murray, 1844), p. 180, will be found a reproduction of one of these medals.

and the frigate *Columbia*, but I had no orders to that purpose, and my situation did not permit me to do it. I treated this enemy as a friend, entrusting to him 137 furs to be sold on my account in Canton. The proceeds he was to entrust to the Spanish ambassador at Boston to the credit of the Crown. Captain John Kendrick informed me that he had not completely carried out his commission, and asked me if he might operate on this coast next year after a trip to the Sandwich Islands and Canton. I informed him that he might do so, but on condition that he always carry an official Spanish passport, as he said he expected to do, and under the further condition that he should buy on my account in Macao two altar ornaments for the mass, and seven pairs of boots for the officers of the *San Carlos* and of my own ship. However, I believe that none of this will be done".

Martinez' remark that he had no orders concerning these two American vessels is difficult to understand, seeing that they are specifically mentioned in articles 14 and 15 of his instructions. By the latter he was given "governmental authority to take such measures as you may be able and such as appear proper" in dealing with these two vessels.

Kendrick's son entered the Spanish service at Nootka Sound, and was taken upon the strength of the *Princesa*. Ingraham mentions his being at the Sandwich Islands on one of Meares' captured vessels. Martinez refers to him as "my second pilot Juan Kendrick" whom he put in command of the *Santa Gertrudis* on the return to Mexico in the fall of 1789.

On 13th July 1789, some ten months after their arrival at Nootka, Kendrick wrote his third, and, so far as the correspondence now remaining shows, his last letter to Barrell.

Nootka Sound July 13 1789.

Joseph Barrell Esq
Sir:

An opportunity unexpectedly offers which affords me the pleasure to inform you and the Gentlemen of the Company of my arrival in this Sound on the month of September last; found riding at Anchor the Sloop *Washington* Capt. Gray whom I parted with coming round Cape Horn on the first April previous, the Season being so far advanced I found it necessary that both Vessels should Winter here.—

The Sloop has made two Cruizes and is now ready to accom-

pany the Ship to the Northd. part of the Coast which I intend Cruizing the Season and from thence proceed to China where I shall follow your further Instructions, and inform you particularly of the Success of the Voyage (which I am sorry is not by any means equal to your expectations when we left Boston)[10] shall leave this port on the morrow.

This will be forwarded you by the goodness of Don Estephen Joseph Martinez, Commander of His Most Catholic Majesty's Squadron in these Seas, he has taken possession of this Sound, and has orders to take possession from the Spanish Settlements to Cook's River.

I have only to add that I have all the people which I brought from Boston except Mr. Jno. Nutting who was unfortunately drowned—and the Doctr and Mr. Woodruffe which probably you have been informed off previous to this and that Captn Gray with the Gentlemen desire to join me in respects to you & the Gentlemen of the Compy.

After which Sir
I subscribe myself
Your and the Comp'y's
Obedient Humble Servt
John Kendrick

The unexpected opportunity, to which Kendrick refers, was the sailing on that date for San Blas of the British ship *Argonaut*, which had been captured on 3rd July; but it was not so sudden as Kendrick would have us believe, for Martinez' Diary shows that the plan was in preparation for a week before the ship actually sailed. This Kendrick must have known because of its publicity and his intimacy with the Spaniards. As a matter of fact Martinez records that one of the hawsers of the seized ship was actually made fast by his orders to the *Columbia*.

The unsatisfactory nature of this letter, for it is a report upon almost two years operations, is at once apparent. Nothing is said in explanation of the fact that it took the expedition almost a year to reach Nootka; nor of the long delays at Cape Verd, the Falkland Islands, and Juan Fernandez. No information is given as to the way the winter was spent, or wasted; nor as to the success that had attended the effort up to this time; and only inferentially is it indicated that the *Columbia* had remained inert from her arrival on

10 Surely this was early for the commander of the expedition, before he had cruised a mile, to prophecy failure.

21st. September till 13th July. Nothing is said of the seizure of Meares' ships, nor even of the pleasant relations subsisting between the Spanish and American vessels. It is, indeed, remarkable for what it does not contain. The strangest thing, however, is the statement that he has all the crew except Mr. Woodruffe, Dr. Roberts, and Mr. Nutting, in view of the fact (if such it be) that two of his men had died of the scurvy between Juan Fernandez and Nootka. Where Mr. Nutting was drowned we do not know, but it must have been after the *Washington* separated from him, for there is no reference to the incident in Haswell. Mr. Nutting was the astronomer of the voyage.

This letter, with another for Mrs. Kendrick, was enclosed in the following:

Nootka Sound 13 July 1789

His Excellency
President of Congress
United States of America

Sir:

At the Island of Juan Fernandez I took the liberty of enclosing a letter to your Excellency's care, and I must now beg leave to intrude further on your goodness to forward the enclosed as directed, The Extream distance these letters have to pass through the Spanish dominions renders it Necessary to direct them to some public Carachter to insure their safety, this I trust will sufficiently Apologize to your Excellency for the liberty I have taken on this occasion.

I have the Honor to be
Your Excellency's
Most Obedient
and devoted Humbl Servant
John Kendrick

The letter was duly received and was on the 26th February 1790 forwarded to Joseph Barrell by Tobias Lear, Secretary to the President of the United States.

But though Kendrick sent this non-informative communication, yet Gray, on the same date, wrote the following letter, which evidently reached Mr. Barrell. To whom it was sent, or how it was dispatched, we know not; the original contains no indorsement or information upon either point.

Nootka Sound July 13 1789.

From the time of leaving Boston we had good weather & excellent winds to St. Iago where we lay forty one days, which was thirty six more than I thought was necessary & after sailing from St Iago very little care taken to make a quick passage to Cape Horn which has occasioned me to suffer very much in getting round Cape Horn in the month of March and April in the worst season to attempt it, but all this I have mentioned over and over to the Commodore at St Iago but all to no purpose, he being very absolute & would not hear to reason.

I had the good luck to part Company the first day of April in a severe gale & thick snow storm to the Southward & Westward of Cape Horn, which enabled me to make the best of my way along & I made the Coast six weeks sooner by being alone, but by being so late on the Coast entirely lost the season it being the 2nd of August I made New Albion in the latitude of 41 36 North and Cruised the Coast to Nootka Sound in the Latitude of 49 33 North Longitude 126 West but with little success where I arrived the 16th of September & found Two English Snows and one schooner under Portuguese Colours, who treated me very well on some accounts but would not take any letters from me to China, which was worse than anything else they being afraid my letters would injure them & hurt their Trade the next Season for they had made a good Summer's work this Season.

September 21st arrived the Columbia from Juan Fernandez, all well on board except a small touch of the Scurvy I being then nearly ready for sea which I intended to went to Macao in China in case the ship had not arrived here;[11] there to get some articles of trade which I had not on board, that suits best on this Coast which in case I had done it I should have made the best voyage that ever was made on this Coast but Capt Kendrick's arriving depriv'd me of my intentions & acting myself he thinking it best to winter here and wait for the Spring to open & cruise the Coast as early as possible, which I began the 16 March & have made two cruises with considerable success, considering the way that I was sent, but not half equal to going the way that I wanted to, which has since appeared to us; the Columbia has rid it out here all the time, but now means

11 Haswell, under date of September 16, as the *Washington* is nearing Nootka Sound, writes: "here we expected to meet the Columbia and we were all posative within our minds that she must be in the sound when we saw a Boat undr sail coming round north point." The boat, however, was one from Meares' vessels then lying in Friendly Cove. Haswell adds: "Our people were employed constantly in necessary Duties of preparing for sea our water filled and wood cut the hold and rigging overhauled", when the *Columbia* appeared.

to sail in Company with me to the Northward where we shall be able to cruise about one month & then for the want of Provisions leave the Coast. We are now in good friendship with the Spanish Commodore & expects to sail in a few days who has taken possession here and erected a fine fort & claims this Coast who I think has the best right of any Nation, they have stopped three English vessels here that came from Macao in China to take possn of this Coast and fortify here, but they being very little force are obliged to give themselves up and go to St Blass for Tryal. I have nothing more to inform you except the voyage will not turn out to the owners expectation, all for the want of a nimble leader, so I conclude & remain

Your affectionate friend and
well wisher
Robert Gray.

P. S. I have to request you to call upon Captn Hatch, & the Gentlemen of the Company and present my best respects to them together with Mr. Howe's & inform them that as we have orders not to write them, we must refer them to Capt. Kendrick's Letter for all information relative to the Voyage. R. G.

This letter throws a great deal of light on the relations between the two captains; not so much in what it says as in the whole tenor, and especially, like the proverbial lady's letter, in the postscript. It shows too that Haswell's statements regarding their conduct are very probable.

In view of Gray's remark that Kendrick was not "a nimble leader" it may not be uninteresting to sketch the latter's movements 1787-1792. Leaving Boston on 1st. October 1787 he spent forty one days at St. Iago, probably about a month at the Falkland Islands, and seventeen days at Juan Fernandez; the voyage from Boston to Nootka in the *Columbia* consumed a year, all but nine days. This seems more like a pleasure trip than a serious business voyage. Contrast this with Gray's second voyage in the same vessel: On that occasion the *Columbia* left Boston on the same date, 1st October, and arrived at Clayoquot,some fifty miles from Nootka, on 5th June following—eight months and five days from Boston. Again from 21st September 1788 till 16th July 1789 Kendrick remained with the *Columbia* in harbour doing nothing, the winter was dawdled away and when spring came the *Columbia* was not in shape to begin her work. When she did actually commence to cruise in 1789, if she

did so at all, which will be discussed later, the time occupied therein was less than a fortnight—she sailed from Nootka 16th July and from Clayoquot on 30th July for China. Again, Kendrick arrived in China in the *Washington* on 26th January 1790 and did not sail again until the last of March 1791,[12] having spent the interval—fourteen months—in disposing of the cargo and realizing his favorite project of altering the sloop into a brig, or rather a brigantine. He reached the Northwest Coast again on 13th June 1791; but in the same time—February 1790 to June 1791— the *Columbia* under Gray had sailed to Boston, discharged her cargo, taken on a supply of trading goods, and returned to the Northwest Coast. Finally Kendrick reached China again in the fall of 1791; but he remained there inactive for another fourteen months. Unless some satisfactory explanation of all these delays is forthcoming Gray's charge would seem established. Even his friend Hoskins writes in his Narrative: "This much must be acknowledged; that Captain Kendrick had two good vessels on the coast, (and if his enemies may be believed), had it in his power to make both for himself and his Owners a very handsome fortune; but he let those golden opportunities pass; and on his arrival in China was deprived[13] of his largest vessel which was his principal support, but no knavery has at present opened; to be sure the man was by no means calculated for the charge of such an expedition, but a better man might have done worse".

The two English snows mentioned are, of course, the *Felice* and the *Iphigenia,* belonging to Meares and his associates; the schooner is the *North West America,* the first vessel built on the Northwest Coast. Gray says this schooner was under Portugese colors; so does Haswell. In Meares' Voyages there is a picture of the launching of the *North West America* in which the British flag is quite conspicuous, but that means nothing; it was merely part of Meares campaign to rouse the national feeling against Spain in order to fill his own pocket. In all probability Meares was flying the Portuguese flag on this coast in 1787-8. His vessels were undoubtedly English; he asks us to believe in his Memorial that he used Cawalho's name and the Portuguese flag in order to avoid the high port charges levied by the Chinese on ships of all other nationalities; but, doubtless, Dixon is more than half right when he

12 Delano, (Amasa), *Narrative of Voyages and Travels in the Northern and Southern Hemispheres,* (Boston, 1817), p. 43.

13 This statement is, unfortunately, equivocal. It may mean that Gray by failing to call at Lark's Bay on his return voyage to Boston had deprived Kendrick of the vessel, though this is rather opposed to the tenor of the China correspondence between the two captains; or it may mean that the owners did so.

charges that the great reason was to avoid the monopoly of the South Sea Company. Duncan in his letter to Dixon, which is reproduced in the latter's Further Remarks on Meares' Voyages, says that he met "the Felice, Captain John Meares, on the 7th [August, 1788] off Nootka, under Portuguese colours; on my first hailing him from whence he came, I was answered, from Lisbon, and that she was commanded by Don Antonio Pedro Mannella, or some such stuff, which I knew to be false". In another part of this letter Duncan adds that Meares had "at that time a small vessel on the stocks at Nootka; where he told me he had a fort, guns mounted, and Portuguese colours flying".

The details of Meares' refusal to carry Gray's letters are set out by Haswell: "Captain Mears offered to be the bearer of aney letters he [Captain Gray] wished to communicate to China this offer Captain Gray accepted and giving him a packet on the 22 [September, 1788] assisted in towing her [the *Felice*] out of the harbour, wishing him a good voyage returned before Captain Douglas, but how great was his surprise when Capt. Douglas returned at finding his letters inclosed in a note from Captain Mears apologizing for not [*sic*] returning them saying he was not certain to what part of India he should go therefore could not insure a safe delivery of them". From all we know of Meares this is conduct such as was to be expected of him.

Gray complains that the *Washington* was sent out insufficiently equipped with trading goods. On this point Haswell, under date 21st April 1789, speaking of the trade at Cape Flattery, says: "At day light several canoes came off and upwards of 30 sea otter skins were purchased but we had the mortification to see them carey off near 70 others all of excellent quality for want of chizels to purchase them". And immediately afterwards at Nitinat they found many skins and "had we been provided with aney thing that would have purchased skins we should no doubt at this place have got near 200".

The three captured English vessels were the *Argonaut, Princess Royal,* and *North West America.* Though the *Iphigenia* was captured also, she was released on a bond, sailed to the northward, and, ultimately after the season's trading, to China. Martinez, speaking of the meeting with the *Washington* already discussed, writes that the Americans informed him that the *Iphigenia* was anchored in Nootka Sound, that her "captain was a Portuguese, the

first mate a Scotchman, and the crew English and that she was engaged in collecting sea otter skins. They said however that the crew did not belong to their nation". Haswell records that "when he [Martinez] was informed Captain Douglas lay there he said it would make him a good prize". The motives moving Martinez to make these seizures were, as he records them, different in each case; but it would be travelling too far afield to enter in this paper into so large a matter.

When these two letters were written the two American vessels were on the eve of their departure on a cruise. We have no knowledge whither they went or whether they sailed in company, unless we accept the statement in Meares' Memorial that the *Columbia* proceeded southward and a few days later entered Port Cox [Clayoquot Sound] where she was joined by the *Washington*.[14] Gray states that they were to cruise to the northward for a month; but Captain Kendrick may have changed his mind. The vessels did not sail until the 15th July, as appears by the entry in Martinez' Diary: "At ten o'clock in the morning there sailed from this port the frigate *Columbia* and the sloop *Washington* to continue their voyage of discovery. I went outside with my launch and accompanied by the missionary fathers a distance of 5′ to 6′ in order to take leave of the Americans". It must be remembered that the *Columbia* then had on board the ninety six skins that Meares shows the receipt for, and also some of the officers and crew of the captured vessels, and hence was not likely to be going on any cruise. Moreover the *Columbia* was laden with all the skins obtained by the two vessels, the crews were exchanged, provisions transferred from one to the other, the ship made ready for the trans-Pacific voyage, and sailed on 30th July. This would seem to indicate that no trading cruise occurred; for such duties would well occuply a fortnight. In addition to all this, we have Hoskins statement as follows: "When the repairs to the sloop were done he [Kendrick] sail'd with both vessels for Clioquot, where on his arrival he thought best to change, to send Captain Gray on to Canton with the *Columbia* with what skins had been collected". If this argument be correct it follows that during all of the first voyage the *Columbia* never cruised the coast for furs; any that she obtained were traded with the Indians as she loitered in Nootka Sound.

14 To this may be added the deposition of Robert Funter attached to Meares' Memorial: "That the *Columbia* and *Washington* did steer to a Harbour to the Southward of King George's Sound, where they separated, the *Columbia* returning to China, and the *Washington* remaining on the Coast." Funter should know the facts, for he and his men returned to China on the *Columbia*.

At any rate when the *Columbia* left the coast on 30th July 1789, Gray was in charge—Kendrick, the commander of the expedition, having seen fit to de-grade himself to the command of the sloop. Gray, who according to Meares' Memorial, reached China on 2nd November 1789, but in truth did not arrive till the 17th as his letter shows, vouchsafes no explanation of this strange course. Perhaps it was just one of Kendrick's whims; according to Haswell he scarcely knew his own mind and was always thinking of changes.

Soon after his arrival in China Gray wrote to Barrell the following letter:

Canton Decembr 17 1789

Gentlemen:

I have the pleasure to acquaint you of my safe arrival in the Ship Columbia at Canton and that I sailed from the North West Coast of America in the Lattd 49-9N on the 30th of July last when Captn Kendrick thought best to change vessels and take all the property on board the Washington and Cruize the Coast himself and for me to take the best of my way to the Sandwich Islands to procure sufficient provisions to carry me to Canton our provisions on the Coast not being sufficient for both vessels to cruize the Season out was the reason of our separation.

I had four weeks passage from the Coast to the Islands where I salted five puncheons of Pork and bro't off with me on deck one hundred and fifty live Hogs, my passage from thence to this place was nine weeks, being the 17th of November found here fourteen Americans and about Seventy Ships besides of different Nations.

My instructions with Mr. Howes whom Captn Kendrick appointed to assist me was to follow the Instructions lodged here, which we received from you advising to value on Messrs Shaw & Randall which we have done on Mr. Randall, Mr. Shaw being absent.[15]

My cargo consist of seven hundred Indifferent Skins and three hundred pieces, which are not yet sold, but expect in a few days will be, I am getting the ship in order to receive a cargo of Bohea tea for Boston, and expect to sail by the last of next month. The expenses of repairing the ship will I fear exceed your expectations, but be assured Gentlemen that no attention shall be wanting to render them as cheap as possible.

15 See some interesting information as to Shaw & Randall in Delano, *Narrative of Voyages*, chap. i; and see also *Old Shipping Days in Boston*, 1918, pp. 9-12.

When I parted with Captn Kendrick he was well and all on board the Washington the Sloop in the best order and better found than she was when we left Boston. She has twenty men on board and I am in hopes they will make a good cruize, having when we left them provisions sufficient to cruize two mos.

But Captn Kendrick never informed me whether he intended to come to Canton or not in case he meet with no accident on the Coast, which renders it uncertain wether he does or not. Should he not arrive this month I shall conclude he means to tarry another Season or has met with some accident.

The Spaniards have taken possession of all the Coast and fortifying in many places, they have taken possession of an English snow under Portuguese colours, fitted from Macao a Schoor An English Brig, and Sloop (belonging to Merchts in this place) which they have sent to San Blass for Tryall.

This Expedition Gentlemen I don't expect will be equal to your expectations, nor is there any Americans here but will make poor Voyages.

I have only to add Gentlemen that Mr. Howe joins me in best wishes for your prosperities and happiness and subscribe myself

Gentlemen
Your obedient
devoted and very
humble servant
Robert Gray

Joseph Barrell Esq
& Company

This letter was sent, as was the custom, in duplicate; one copy addressed "Joseph Barrell Esq & Company Merchants Boston North America pr favor Capt. Beal"; the other bore the same address put "pr. favor Capt. Hodges". Captain Beal was in command of the ship *Federalist* then from Madras and loading at Canton for America; Captain Hodges, also spelled Hoges, who was master of the brig *William Henry,* had just arrived from the Isle of France.

It is passing strange that in mentioning his cargo Captain Gray is silent concerning the ninety-six sea otter skins already referred to which belonged to Meares and were shipped on her by Martinez; but which were taken off her by Captain Kendrick before he gave Gray the command. Similarly strange is the absence of any word about the crew of the seized *North West America*, who, ac-

cording to Meares, were carried by her to China, ostensibly as passengers at his expense, but in reality as part of the crew.[16] Haswell, on the other hand, says: she "carried several of the officers and crew of those vessels taken by the Spaniards, Captain Kendrick, very politely, giving them their passage". On this question it must be remembered that the *Washington* originally, as Martinez tells us, carried a crew of twelve men including officers; but Gray's letter shows that when he left her in Kendrick's possession she had twenty men; these facts might lead to the inference that the extra hands were supplied from the *Columbia,* and what more natural than that their places should be taken by the so-called passengers; further we know from Ingraham's Journal that both Gray and Kendrick left men at the Sandwich Islands.[17]

Captain Kendrick's incertitude is again alleged in this letter. It is perhaps fortunate that on this subject we have not only the evidence of (let us say) the hostile witnesses, Gray and Haswell, and of the friendly witness, Hoskins; but also that of an independent person, Captain Vancouver. In speaking of certain men left at the Sandwich Islands by Kendrick in the fall of 1791, to collect sandal wood and pearls, Vancouver[18] says: "This proceeding, however, appears to have been the effect of a sudden thought, as it was not until his brig was weighing anchor at Onehov. that he came to this determination, and landed the three men; who, in consequence of such short notice, had no means of equipping themselves, and were almost destitute of apparel".

So far as available records show, the Spaniards in 1789 had only built a fort at Nootka, and that was abandoned in the fall of the same year; nor had they taken possession, save at Nootka, on 24th June 1789; though Quimper's map shows that, in 1790, formal possession was taken at three other spots: Neah Bay, the vicinity of New Dungeness, and Esquimalt harbor.

The English snow under Portuguese colours is the *Iphigenia,* as already stated; it may be explained that a snow was a two-masted, square-rigged vessel, somewhat like a brig, but having the spanker on a gunter mast just aft the mizzen mast; the schooner is the

16 In Funter's deposition, above cited, he says: "That the Ship *Columbia,* on quitting the Coast of America, was so weakly manned, that we do verily believe that she would not have been able to have returned to China had it not been for the Exertions of us, the Master and Seamen of the N. W. America; that the Reason of this Weakness on Board the Columbia was their sending the greater Part of their Crew on Board the Sloop Washington, in order that she might be manned and made more competent to continue on the Coast of America." And see the deposition of William Graham, also attached to Meares' Memorial, to the same effect.

17 See entries therein, May, 1791.

18 *Voyage* (London, Stockdale, 1801), vol. i, p. 408.

North West America; the English brig is the *Argonaut;* the sloop is the *Princess Royal.* They were not all sent to San Blas. The *Iphigenia* was released on a bond; the *North West America* was renamed the *Gertrudis,* and taken into the Spanish service; but the other two were sent as prizes to San Blas.

Mr. Howes, who is allied with Gray in the management of the *Columbia,* had sailed as captain's clerk in her with Kendrick. His name was R. S. Howe; Haswell calls him "Lieut't Howe".

The correspondence from China is not complete, as will be remarked. The next letter follows:

Canton January 18th 1790

Joseph Barrell Esq
Sir

In our last by Captn Carpenter we informed you that we had obtain'd permission to land the Cargo of Skins—they are yet unsold by reason of the Mandareens putting their *Chop* upon them but have a great prospects of closeing the business in a few days.

Mr. Randall has engaged six hundred Chests of Bohea Tea, but cannot tell the amount of our funds untill the cargo is sold—we shall begin to pack in the course of five days, and in all probability sail by the last of this month—cannot but express our anxiety for Captn Kendrick who has not yet arrived, but are in hopes of seeing him previous to our departure, and of giveing you pleasing accounts of him on our arrival in America, untill which time we remain with every sentiment of respect to you and the Gentlemen of the Company

Your
Devoted
and Obedient
humble Servants
R. S. Howe for
Himself and
Robert Gray

The word "chop" in the Far East originally meant a stamp or seal; from this came its secondary meaning: a clearance or passport, which of course bore the seal of the officer. Every voyager to China at this time loudly complains of the injustice and oppression of the Chinese government, or rather of its officials. Ingraham's journal, for example is a perfect book of Lamentations on this subject; and all readers of Marchand are familiar with his wailings thereanent. Explaining the simple process of raising revenue

adopted by this ingenious people, Marchand says: "The Mandarin collector, being obliged to pour, annually, into the treasury of the empire, an equal sum, whatever may have been the produce of the customs, finds a very simple method of bringing this produce to a par with his obligation, and even, it may be supposed of rendering it much greater; he doubles or triples, at his pleasure, and according to circumstances, the duties to be levied on ships that touch at Canton".[19]

Another document amongst the Barrell letters contains an account dated 7th February 1790 with Shaw & Randall showing exactly how much the *Columbia's* cargo realized. It was sold to the Pinqua Security Merchants on 7th January for 21,400 hard dollars; the disbursements and factory expenses were $8,558, leaving after payment of the agent's commission, $11,241.50 which was invested in the purchase of the return cargo of Bohea tea.

In anticipation of Captain Kendrick's arrival, Captain Gray had, immediately upon reaching Canton, written the following letter. Into whose hands it was put for delivery, or how it was forwarded to him it is impossible to say.

Novr 21st 1789

Captn Jno Kendrick
Sir

Immediately upon our arrival at Macao we made application for Letters lodged for you agreably to instructions relative to Ship Columbia which you will receive, the purport of which we have attended to and have consigned the business to Messrs Shaw & Randall, who's advice it is, that you by no means attempt to bring your Sloop to Canton, but that you at all events dispose of vessel and Cargo at Macao, for Cash and come up to Canton to invest it in such articles as you woud wish and return to America, this is the only practicable method you can adopt which may be accomplished by the assistance of Mr. McIntyre to whom Messrs Shaw & Randall has wrote on the subject—Should you bring your vessel here the Expense will amot to at least 4,500 Dollrs and would involve you in the greatest difficulty—

We are, Sir
Yrs &c
[Not signed, Endorsed, from Capt. Gray, Canton]

19 *Voyage round the world performed during the years 1790, 1791, and 1792*, by Etienne Marchand, . . . (London, Longman, 1801), vol. ii, p. 96.

The figure mentioned—$4,500—may seem an exaggeration, but Marchand tells us that if he had taken the *Solide* to Whampoa, a port up the river and near Canton, "the ship, although not of a considerable burden, would be taxed by duties, the sum of which would amount to no less than six thousand dollars".

It would seem likely that Kendrick did not receive this letter, for upon his arrival he wrote as follows to Gray and Howe:

Macao Jany 27th 1790

Gentlemen:

I yesterday anchored in this Road & have since made application for liberty to enter the Typa,[20] but cannot obtain it, therefore request your advice and assistance together with the owners instructions how to proceed. being entirely destitute of every necessary or Cash to purchase unless I dispose of my Furrs which I wish to avoid till you can inform me what the Current Price is—Make mine and the Gentlemen's Compliments to those of the Columbia—and believe me with respect and Esteem

Your Humble Servt
John Kendrick

To this letter Gray replied:

Canton January 29th 1790

John Kendrick Esqr
Sir

We sincearly Congratulate you on your safe arrival at Macoa, and are very sorry to inform, that our business is attended with the greatest trouble and difficulty, Mr. Randall to whom we consign'd the Ship, (Mr. Shaw being absent) positively declines transacting the business of your Sloop as he has a large Ship now loaded and nothing prevents his sailing but the difficulty that arises from our skin Cargo which cannot as yet be disposed off, we have six hundred Chests of Tea on board[21] and as soon as the *Noppo* will give a Chop for the sale of the skins we shall be ready to sail for America.

Mr. McIntyre to whom you are recommended, wishes you to transmit to us a list of the Quantity and Quality of skins on board, and advises, that you wou'd remain in Macoa road, untill you can again write us, and receive further advice, Shou'd the weather be unfavorable that you would run into dirty butter bay, for which purpose you will apply to Mr. Bruce's boatman, by the name of

20 The outer harbour or bay at Macao; it is formed by four islands, and lies four or five miles south of Macao.

21 See "The Ship Columbia and the Discovery of Oregon," by Edward G. Porter, in *New England Magazine*, (June, 1892), p. 479.

Appo, who will be found at the Chop house fry grands[22] to pilot you —Should you go there be very cautious as several vessells have been boarded by the Ladroons.[23]

We also wish you Sir to inform us wether you intend loading for America, selling your vessell or returning on the Coast; that we may more perticularly advise you, in our next untill which, it is by no means advisable for you to attempt coming here—was it possible one of us would immediately come down to you, but such is the difficulty and trouble with which business is transacted in this Country that we should involve our Ship was we to attempt it—but hope in our next to be able to inform the time we shall sail and have the pleasure of seeing—

We have reccomended to you a Compradore who will supply you with necessarys for two or three weeks upon Credit—which is all that is at present in our power to do—the price of skins is from fifty to seventy dollrs provided you *smuggle* which in this port is impossible, without great danger.—

A Gentleman has it in agitation to send a man down to look at the muster of your Skins, Should he like them he to pay you cash there for the whole—provided he comes he will receive a Letter from us for the purpose enclose to you two letters from the owners—and beg leave to assure you nothing shall be wanting on our part to render you assistance. Compts to the Gentlemen of the Washington and b'lieve us to be truly Yr devot

huml Servt

[Not signed, Endorsed Robert Gray to J Kendrick.]

The "Hoppo" referred to was a Chinese custom-house officer, who, Marchand discovered, "exercises a short of despotic sovereignty". The "Comprador" was a Chinese broker for the purchase of provisions, to whom foreigners were compelled to apply for that purpose, with, of course, the inevitable result that every article cost double its real value. Ingraham and Marchand had both met these gentlemen, and both bear eloquent testimony regarding their ability as plunderers. From several remarks in this letter it may be inferred that when Gray took over the command of the *Columbia* in Clayoquot Sound it was understood that he was to retain that position for the return journey to America; moreover the general tone of the whole document would lead the reader to believe that the two officers had changed their relative original positions. Dirty

22 A Chinese custom house.
23 Ladrones, i. e. robbers—pirates.

Butter Bay is Lark's Bay, to which Kendrick had removed before this letter reached him, and where he was met by Delano in March 1791. The smuggling which Gray speaks of was likely employed to avoid the excessive duties, levied at the will of the mandarin; the prohibition against any importation of furs, which faced both Ingraham and Marchand had not then come into being, for the latter, in November 1791, speaks of it as "just" introduced. How did Kendrick dispose of his furs? Ingraham admits that he smuggled his ashore. Hoskins was told by Kendrick that "he had his house at Macao broken open provissions denied him himself arrested in the streets by a guard of soldiers and ordered immediately to depart and not to return again on pain of imprisonment". No explanation or reason for this strange conduct was offered by Kendrick.

The following day Gray wrote again:

Canton Jany 30th 1790

John Kendrick Esqr
Sir

The Bearer's of this accompanied by the Linguister are the persons alluded to in our last to examine the Skins of different Qualitys you have and make you an offer—Shou'd you agree with them, the money will be paid here previous to your delivering them and they receive an order for the same from us provided it meets your approbation, and in all probability you can rec. it by our Ship in the course of 18 days—however Sir we provided you chuse to receive the money there it is at your option, but this we wish to communicate that the risk of transporting the money in boats will be attended with great risk by reason of Roberies which are frequently commited—

We would wish you to consider maturely upon the business and write us as perticularly as possible—

We remain Sir
with respect—

[Not signed, Endorsed Robert Gray to J. Kendrick]

Here again the tone is that of a superior to an inferior. It is of course possible that some letter may have been received in China from the owners which had effected a transposition of the two captains.

The next letter in the collection from Kendrick speaks of one of the first February from Gray which can not be found; but the contents will be seen to relate to matters mentioned in the two letters above set out; the date may be an error.

Macao February 6th 1790

Messrs Gray & Howes
Gentlemen,

Your favour of the first instant I answered this morning but least it should miscarry think proper to send a duplicate to inform you whether I shall dispose of my vessel, load her for America, or return again to the Coast is not at present in my power to say not knowing whether the Teas you have shipped are on the Owners Account or on Freight which I desire you to mention in your next, together with the Quantities and Price and what Quantity will be sufficient to Compleat your Lading.

There are proposals made to purchase the Sloop but should I think proper to accept them it will not be till I have disposed of my Furrs, and received your answer, with account of Sales, and opinion what she would sell for at Canton, Considering she is now entirely distitute of sails and rigging.

Our Cargo consists of Three hundred and Twenty Skins, Sixty Garments, and One Hundred and Fifty Pieces—Their Quality is perhaps not inferior to any lot that has been brought from the Coast—which you will make known to Mr. McIntyre—and inform me whether he intends Coming to this place within a few days—for in case he does not I shall then dispose of my Skins as there is daily several Chinese merchants making application to purchase the whole.

I desire you to inform me whether Sail Cloth and Rigging is to be procured at Canton—together with such articles as are suitable for the North West Trade and at what price likewise the Duties skins pay at Canton, and the proportion pieces are worth to whole Skins.

On the Third day after our arrival we removed to Dirty Butter Bay which if possible is a more lonely Situation than upon the N. W. Coast.

I am Gentlemen with Esteem
Your most obedt Servt
John Kendrick

Messrs
Gray & Howes
Endorsed: Messrs Gray & Howe Ship Columbia Canton
With John McIntyre's best wishes
on board the Grace 12 Feby '90

The sixty garments mentioned in this letter had been obtained like the greater part of his cargo, at Queen Charlotte Islands, which Kendrick visited immediately after the *Columbia* had sailed from Clayoquot. These garments were called in the trade "cutsarks" and were made of three sea otter skins: the sides of two of the skins were sewn together and the side of the third sewn to the ends of these two. Such garments, after the first years of the trade, were very rare, except in the, then, unfrequented villages of Queen Charlotte Islands.

The Mr. McIntyre mentioned is the person spoken of by Ingraham in his Journal under date 3rd. December 1792: "I remain'd severall days agreeable to the advice of my friend Mr. McIntyre before mentioned as he promised to procure me a merchant for my Cargo but I soon found his view was only to amuse me while he disposed of the Grace's Cargo as he was agent and administrator of the estate of the late Cap Willm Douglas to whom the Grace and her cargo belonged".

From the enquiries that Kendrick makes in this letter it is evident that he entertains the thought of taking the sloop up the river to Canton. This appears also from the next letter which is the end of the China correspondence between the captains as it now exists.

Dear Sir:

The report at Canton is that you are coming up believe me Dear Sir you will have immeasurable difficulty to struggle against at this late period of the Seson not only that but you will not receive one third of the value for your Skins and once they have you here they will oblige you to give the Skins at their own price there is no such thing as reshipping if it is not too late by all means remain below you will find Merchants in abundance to take your Cargo off your hands and supply you with whatever articles you are in want of. This Dr Sir is the opinion of Captain Douglas and every one that wishes you well.

We are etc.

This letter is not dated, but is endorsed: "Canton 4th Feby 1790". It would appear to have crossed the preceding letter. Hoskins is our authority for the statement that at this time Kendrick "was seized with a violent fever which caused his life for some time to be despaired of, & which prevented his going to Canton in person as he had previously intended; he therefore sent orders to Captain Gray to stop at the bay [Lark's Bay] previous to his going to Ameri-

ca and receive his final orders, but for some reasons Captain Gray thought not to stop". The *Columbia*, as it appears from the subjoined letter, passed down the river on 12th February 1790 on her homeward voyage. From St. Helena Captain Gray wrote the final letter in connection with this expedition.

St Helena June 16th 1790

Joseph Barrell Esq
Sir:

We have the pleasure to inform you that we have this moment arrived at the above dated port and in good order—the Vessell by which we write this is now getting under way, which prevents our being particular as we could wish; our passage from Macoa has been four months and three days. We left Capt. Kendrick in a harbour below Macoa, but a gale of wind prevented our seeing him, by what we could collect he intends returning on the Coast.

We are Sir with every
Sentiment of Respect
Your devoted humble servants
Robt Howe for himself and
Capt. Robt Gray

Leaving the ship to pursue her way to Boston, where she arrived on 10th August a few words may be said in conclusion concerning Captain Kendrick and his subsequent movements.

None of the skins brought by him went home in tea on the *Columbia*. We do not know when, where, or at what price they were sold. It does appear, as the subsequent quotations will show, that he made no returns to his owners—for some years, at all events. Hoskins who was, as has been said, his friend nevertheless writes in his narrative: "When Captain Kendrick's conduct was much blamed by the officers of the Columbia who say he had it in contemplation to cheat the Owners out of what property he has in his hands and would have done out of all, had they not rescued it and brought it of with the Ship—that he never cruis'd the Coast; and appear'd not to have the owners interest at heart, but only to gratify his own pleasures". The property he has in mind is likely the furs collected by Kendrick in 1788-9 while lying inactive in Nootka Sound. Boit in his journal[24] under date August 29 1791, writes: "I was sorry to find that Kendrick had made no remittances to the owners since he had parted with the *Columbia* the first voyage, although since that period he had made two successful trips from this Coast to Canton. As

24 See this *Quarterly*, vol. xii, no. 1 (January, 1921), p. 17.

the Vessells still belong'd to the same owners he was under some mistrust that Capt. Gray was empower'd to seize the Brig, and kept himself always ready against attack". Boit is in error when he states that Kendrick had made two trips to the coast since parting with the *Columbia;* he had made none but that then in progress. Hoskins in his Narrative has nothing to say on this point, but in a letter to Barrell, dated Nootka Sound, August 21 1792, he unburdens himself thus: "Capt. Kendrick when I saw him the last season offer'd to give up to me (if I would pay his men's wages & a debt he had contracted in Macao of about 4,000 dollars) his vessel and cargo which was a thousand sea otter skins. I told him I had no authority to accept his offer or to demand any payment from him nor did I think any person in the ship had. Capt. Ingraham informs me he left him at the point of death in Macao about two months since".

The subsequent letters in the collection relate to the second voyage of the *Columbia;* and it is intended to deal with them as well as the later events in Captain Kendrick's life at some future date. In the meantime however it would scarcely be fair to close even this part, in which so much has been quoted from his detractors without adding the following appreciation of Kendrick by Delano: "Captain Kendrick was the first American that burst forth into the world and traversed those distant regions which were before but little known to the inhabitants of this part of the globe. He taught many of his countrymen tne way to wealth, and the method of navigating distant seas with ease and safety. I was intimately acquainted with him in Canton bay, in the year 1791, as has been before stated, and I also knew his character afterwards as long as he lived. He was a man of extraordinary good natural abilities, and was noted for his enterprising spirit, his good judgment, and superior courage. As a seaman and a navigator, he had but few equals. He was very benevolent, and possessed a heart filled with as tender feelings as any man I ever was acquainted with. He was esteemed and beloved by all who knew him in his last absence from the United States. I wish to impress it strongly on the minds of every American, not to let his rare merits be forgotten, and to cast a veil over his faults, they being but few compared with his amiable qualities".

F. W. Howay F. R. S. C.

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25 Delano, *Narrative of Voyages*, p. 400.

NAMING STAMPEDE PASS*

Mr. Chairman, Men, Women and Children—

Members of the Farmers' Picnic Association:—

I greet you. Two years ago it was my privilege to be with you and take part in the activities of your celebration; your president at that time asked me to speak to you for fifteen or twenty minutes; you gave respectful hearing. A few days ago, Mr. Blanchat came to the historical building, said that you were pleased with the message that I gave your 27th annual meeting and asked me to take a place on your program this year. I was proud to say yes. I congratulate you on the splendid success you have made of your community organization during the twenty-nine years that you have been established. You have a pull-together-spirit here that is commendable. Forty years ago this spring I, with about forty others, tramped through a swampy forest, skirted the base of "Enumclaw," the mountain near your city, on our way to Green River, in the employ of the Northern Pacific Railroad Company. We were headed for the end of the trail, which at that time was just this side of Eagle Gorge; we were all hired as axmen, going to the front to finish the trail over the summit, up and down the canyons and ravines, thus enabling the engineers' opportunity to locate the line of road.

Virgil G. Bogue had been prospecting along the summit of the Cascade Mountains all through the fall and winter of 1880-1881; he had reported to the head office that the best prospect yet found was up the Yakima and down Green River.

Our party reached the end of the trail the third day out from Tacoma. About four o'clock in the afternoon the next day, the boss, John D. McAllister, came up with us. I was playing chess with J. C. Taylor, now of Orting, on top of a soap box with men that we had whittled out. McAllister came up behind me, tapped me on the shoulder and said, "Get your dunnage, go back to the first cabin, stay there tonight; Tilt Sheets is going down, keep up with him you will not get lost." I thought I was fired. Some of you may remember that Tilton Sheets was a fast man in the woods; I did not keep up with him but I did reach the cabin; about eleven o'clock that night I was awakened by a hand on my shoulder, it was McAllister again; he said, Joe Cater's pack train will leave here at

* Address by W. P. Bonney, Secretary of the Washington State Historical Society, at the twenty-ninth annual Farmers' Picnic at Enumclaw, Washington, on Saturday, August 6, 1921.

NAMING STAMPEDE PASS*

six o'clock in the morning for McClintock's; I was to ride one of the mules down on a pack saddle; he then handed me a note to take to Mr. Maddigan, the boss packer with headquarters at McClintock's. In due course of time we reached McClintock's, delivered the note to Mr. Maddigan, he read it and passed it back for me to read,—it contained the information that the bearer was to be express rider from Tacoma to the front, and that Maddigan was to allow me to select seven horses from the stock then in pasture for individual use; that I was to proceed at once to Tacoma head office, where full instructions would be given me.

In my capacity as express rider for the next several months, carrying reports from the engineers in the field to the office and orders from the office to the field I became familiar not only with the trails cut, the lines run, but also with the men, then about 300, on the work. I knew the progress each party was making. Mr. Bogue, with his camp near the summit most of the time, had practical charge over the field work. One bunch of men was not getting along with their work as fast as Mr. Bogue thought they should, and thereby hangs a tale—which gave name to the Pass and Tunnel through the Cascade Mountains now occupied and operated by the Northern Pacific Railway Company.

Before telling this story I wish to bring to your attention some things that brought about the building of the Northern Pacific Railroad. Agitation for such a road began as early as 1835, when Dr. Samuel Barlow wrote a series of articles which were published in eastern papers urging Congress to use the surplus revenue of the government for connecting the shores of the continent by a railroad.

In 1845 the idea was put in practical legislative form by Asa Whitney, a New York merchant who had accumulated a fortune in the China trade. He realized the desirability of such a road to connect with boat transportation across the Pacific to the Orient. During the sessions of Congress Mr. Whitney appeared in the legislative lobies earnestly advocating his plan and between sessions he traversed the country from Maine to Louisiana, advocating his scheme to business men, and before State Legislatures. His proposition was to build a road from the head of Lake Michigan to the mouth of the Columbia River, by the aid of an extensive land grant.

Congress gave serious consideration to his plan and at one time, Whitney's bill came within one vote of carrying in the Senate.

The acquisition of California as American territory and the

discovery of gold in that state brought about sectional feeling as to the western terminus of the road. A strong and hard pull developed for the western terminus of the transcontinental road to be located at San Francisco. Whitney's finances became exhausted and he quitted the field.

During these many years of railroad agitation, the vast tract of country known as Oregon had not been recognized as American territory by the United States Congress, though the inhabitants had petitioned long and loud for such recognition. It was 8 o'clock Sunday morning, August 13, 1848, that Territorial government was finally granted to Oregon by vote in the Senate. President Polk signed the bill on the 14th and appointed James Shields, Governor.

Oregon reached from California on the south to the British possessions on the north, from the summit of the Rocky Mountains on the East to the Pacific Ocean, an empire in extent, about 500,000 square miles.

Shields resigned the office of Governor without performing any of its duties. President Polk, then on the 18th day of August, appointed General Joseph Lane, who in reality became the first Governor of the Territory, and served so well that the people sent him to Congress. While there he did a good turn for our commonwealth.

The State of Weshington is a child of "Old Oregon". Conceived in the minds of citizens living north of the Columbia River in convention assembled at Cowlitz, August 29th, 1852, who asked that the Territory of Columbia be organized. Born in Washington D. C. during the closing days of the 32nd Congress. Christened in the office of the President on March 2nd, 1853, when Millard Filmore signed the bill which had passed the Senate on the 28th day of February, creating the commonwealth.

The sponsor for the bill was General Joseph Lane, delegate to Congress from Oregon who had presented the Cowlitz petition in the House of Representatives on December 6, 1852. The travail of birth had continued through almost three months of the stormy second session of the 32nd Congress. There was one Amendment made to the bill, during the final reading, when Representative Stanton of Kentucky said, Mr. Chairman: I move you that wherever the word Columbia appears in this measure, it be erased and the name Washington be placed in lieu thereof.

The amendment was at once agreed to by the opponents of the bill and thus was attached to our fair state the name of the Father of his Country, of which we are now so proud.

The godfather of the newly created territory was Major Isaac Ingalls Stevens, whom President Franklin Pierce named as the first Governor. Stevens received his commission as governor the 17th day of March 1853.

Immediately after the proclamation creating the Territory of Washington, Congress passed a bill appropriating $150,000 for the exploration and survey of railroad routes from the Mississippi to the Pacific to be expended by the Secretary of War under the direction of the President.

Jefferson Davis was Secretary of War and he determined to survey four principal routes. At the earnest request of Governor Stevens, the exploration of the Northern Route was intrusted to him and $40,000 of the $150,000 appropriation was allotted to defray the expense of this survey: rather an inadequate sum when we consider the fact that the territory to be explored was a wilderness 250 miles wide by 2,000 long, 1,000 miles of arid plains and two great mountain ranges; 240 men comprised the force under the command of Governor Stevens, in this surveying party.

Sixty-six of them under George B. McClellan were sent to Puget Sound via the Isthmus by Stevens with instructions to explore the Cascade Range, about 200 miles of which was the recognized difficult portion of the entire route, while the main body of men were to do 1800 miles.

Governor Stevens' special instructions to George B. McClellan concluded with these words, "We must not be frightened with long tunnels or enormous snows, but set ourselves to overcome them."

Despite this warning McClellan's fear of deep snows caused him to fail in an important part of his survey of the Cascade passes.

Stevens' survey fully demonstrated that a transcontinental railroad was feasible, over 1800 miles examined by his party.

McClellan's report of the Cascade passes was decidedly unfavorable. On January 26, 1857, at the instance of Governor Stevens the Legislature of Washington passed an act incorporating the Northern Pacific Railroad Company with a capital of $15,000,000, and authority to build from one of the passes of the Rocky Mountains on the border of Nebraska, westwardly across Washington, with one line down the Columbia, the other over the Cascades to the Sound with a line from the River to the Sound. A time limit was set and though it was extended the road was never built under this charter.

In 1862 Congress chartered and liberally subsidized the Union and Central Pacific Railroad Companies. Friends of the Northern route at the same time tried to get legislation but failed.

In 1864, though, they did succeed, Josiah Perham, a country merchant from Maine, took up the plea. He was an energetic, enthusiastic man, thoroughly honorable. He frequently went to Washington to urge his views upon members of Congress; with the aid of Thadeus Stevens, then the leader in Congress, Mr. Perham succeeded in getting a bill through Congress to organize the Northern Pacific as the people's road. The bill provided a splendid land grant, but was crippled by Perham insisting that there should be no bonds or mortgages. He thought that the project would be so popular that 1,000,000 people would put up $100 each and thus build the road as a people's company without debt. A few of his personal friends did this, but office expenses ate up all of Perham's savings, ran him into debt and he was constrained to give up the struggle, turned the charter over to a company of Boston men for money enough to pay his debts and a small interest in the reorganized company. The company then set to work in an attempt to get a money subsidy from Congress. Year after year they labored in Washington to secure the passage of a subsidy bill. They first asked for Government Bonds,—then they asked for a guarantee of interest on their own bonds;—then proposed to turn back one half of the land grant for a money consideration; failing in all these requests several of the men withdrew from the company.

The turning point was reached in the affairs of the Northern Pacific, the charter was likely to expire by limitation, and the whole magnificent project fail. From this imminent peril the enterprise was rescued by Jay Cooke, the great financier of the age,—he was at that time the most prominent banker in the United States; he had negotiated the great war loans for the Government through a system of advertising and newspaper notices,—he had great influence in Washington D. C. Friends of the Northern Pacific urged him to take hold of financing the project; he held the proposition under advisement for several months, and finally wrote out terms of a contract, so favorable to himself that he thought surely the directors would not accept; by the conditions Jay Cooke & Co. were to receive one-half of the stock of the Northern Pacific Company gratis and obtain its bonds for sale at the rate of eighty-eight cents on the dollar.

The directors did accept the terms. Before anything could be

done it was necessary to eliminate the Perham provisions, of no debt, in the charter; Cooke's request was readily granted by Congress and they did provide for making a mortgage and the issuing of the bonds.

Cooke's first plan was to place a fifty-million dollar loan in Europe, in this he was frustrated by the breaking out of the Franco-German war; he then turned his attention to the home market; by a lavish expenditure of money in advertising, he secured the friendship of the press all over the country; in less than two years time he sold $30,000,000 in bonds and actual construction was begun on the road. Mr. Cooke's proposition to the bond buyers was, —that anyone at anytime who became tired of their investment, could bring their bonds to his bank and get their money back; this was a good proposition for the investor but proved to be a bad one for the banker.

Our own Ezra Meeker chanced to go to New York about the time bonds began selling; he was material assistance to Mr. Cooke. Mr. Meeker had recently written a book, which had been published in pamphlet form by E. T. Gunn, of Olympia. Cooke and Meeker became acquainted through the medium of Horace Greeley. Cooke purchased the books from Mr. Meeker, then hired him to distribute them through New England. Everything went along fine until the financial depression of 1873, when the bond holders called Cooke's promise of money back. Cooke met this call promptly until financial exhaustion compelled him to suspend.

Construction on the division of the road from Columbia river to Puget Sound had begun at the same time as work on the eastern end, in 1870. The road was not finished to Tacoma till after the panic of 1873.

The men worked for some time without pay. Finally they struck and said work should proceed no further until their demands were paid. In this emergency Captain J. C. Ainsworth of Portland came to the rescue with his private means, paid the men. Construction went on, and the rails reached salt water on Commencement Bay just 24 hours before the time prescribed by Congress expired.

Construction of the Northern Pacific Railroad did not cause the financial panic of 1873, as has been stated by some, but the financial panic did cause bankruptcy of the Northern Pacific Railroad Company and re-organization became necessary.

When this was effected attention was once more turned to the

consideration of the difficult Cascade division. Engineering parties were put in the field in 1878 and continued there up to the time that we find Virgil G. Bogue in the summit of the Stampede Pass with 300 men under his supervision as stated above.

Here let me introduce an extract from a letter written by Mr. Bogue to me in 1916. The part of interest to us today begins, * * * "The origin of the name 'Stampede Pass'.

"I had a trail-cutting party camped near Stampede Lake. This party was controlled by a foreman who I thought did not accomplish much work. When the other party which had been cutting the trail from Canoe Creek up Green River to my camp near the mouth of Sunday Creek, finished its work, I sent its foreman to the camp occupied by the former mentioned party then at Stampede Lake, with a letter authorizing him to take charge. A large number of the former mentioned party then stampeded.

"There was quite a large fir tree at this Stampede Lake Camp, which had a large blaze cut on it by the men remaining and with a piece of charcoal from the campfire they printed on the blaze the words, 'Stampede Camp'. From this came the name of the little lake which is located, as you will remember, just west of the pass, and thence the name 'Stampede Pass'.

"This was suggested by me in an interview with General Adna Anderson, engineer in chief, and Mr. Hans Thielsen, the supervising engineer, at the office of the latter in Portland, probably a full year or more after the stampede of the men mentioned.

"General Anderson, during this interview, suggested that it be called 'Bogue's Pass' or 'Bogue Pass', and this idea was seconded by Mr. Thielsen, but I insisted that we call it 'Stampede Pass.'

"I have often been sorry that I took this action, because the pass was discovered by me after a most difficult expedition in midwinter, during which I had to meet a good many hardships."

Mr. Bogue's letter does not bring out quite all there was to the stampede,—when the men quit work about the middle of the afternoon, the day of the stampede; they repaired to camp where they were busy waiting for supper; when the foreman came and announced to the cook that the food in his charge belonged to the railroad company, was furnished to feed men that were working for the company, that these men had severed their connection with the company, hence, were not entitled to be fed; then was when the real stampede began.

W. P. Bonney

THE OREGON LAWS OF 1845

The publication of the acts and laws of the House of Representatives of the provisional government of Oregon Territory, passed at a meeting held in Oregon City in August, 1845, is an event of more than passing importance to students of northwest history.[1]

This book consists of sixty pages and was issued by N. A. Phemister Company of New York in 1921. No statement accompanies the book showing the source of the material or the reason for the publication at this late date.

During the years 1914 and 1915 the writer of this article took occasion to study the history of the statute law of Oregon rather closely in checking the completeness of a set of session laws and journals of the Oregon legislature then purchased by the law library of the University of Washington. Mr. Glenn Fairbrook, a graduate of our law school, and at that time our law librarian, was sent to Salem, Eugene and Portland, Oregon, where the best and most complete sets of the Oregon laws were supposed to be located. As the result of his search there he published an article in the *Law Library Journal* of April 1915 beginning at page one of volume eight. In this article Mr. Fairbrook called attention to the fact that there were a number of unpublished laws of Oregon including those set out in the Phemister Company's publication.

In an address by Frederick V. Holman, President of the Oregon Historical Society at its annual meeting held at Portland, Oregon, December 18, 1909, the account of these unpublished laws was stated by Mr. Holman as follows:

"Washington Territory was created out of the northern part of Oregon by Act of Congress, approved March 2, 1853. Prior to that time a number of counties had been created in that part of Oregon by its Provisional and Territorial Legislatures. Of these counties I shall refer only to Vancouver (now Clark) County. I spent much time in an endeavor to find the Act creating Vancouver District or County, but without finding the Act or the boundaries. Neither the Journals of the Legislatures nor the published laws show any record of it. At last I applied to Mr. George H. Himes, the efficient Assistant Secretary of the Oregon Historical Society, who had been away from Portland for several weeks during my search. He found a copy of this Act in the Oregon Historical Library. I believe it to be the only copy in existence. It is con-

1 Oregon Acts and Laws Passed by the House of Representatives at a Meeting Held in Oregon City, August, 1845. (New York: N. A. Phemister Company, 1921. Pp. 60. $15.00)

tained in a manuscript book setting forth copies of laws of the Provisional Legislature approved by Governor George Abernethy in August, 1845. Each of these laws is attested by the genuine signature of J. E. Long, Secretary of the Provisional Government. These copies are apparently all the laws passed by the Provisional Legislature at its session, at Oregon City, begun June 24, 1845, which were approved by the Governor. According to the "Oregon Archives," this session adjourned July 5, 1845, to meet August 5, 1845. After meeting according to adjournment it held continuous meetings until August 20, 1845, when it adjourned sine die. Among these copies of laws is one passed July 3, 1845, and five passed July 5, 1845, all of which were approved August 15, 1845. The only acts which, according to the Journal, as set forth in the "Oregon Archives," were passed in July, 1845, and are not contained in these copies, are :"The bill concerning the sittings of the Legislature," passed July 3, and "The bill for locating county seat of Tuality," passed July 5, and two bills granting divorce, passed July 3. None of these laws is contained in the compilation of the laws of 1843-1849, published in 1853, or otherwise printed so far as I have been able to ascertain. The next Legislature should cause these laws to be printed.

"This book formerly belonged to Judge William Strong.[2] After his death it was given by his son, Thomas N. Strong, of Portland, to the Oregon Historical Society. Judge Strong was appointed a Judge of Oregon Territory in 1849, and arrived in Oregon in August, 1850. His judicial district comprised all of Oregon Territory north of the Columbia River, which was the original Vancouver District—and also Clatsop County."—*Oregon Historical Society Quarterly*, Volume II, page 3.

The address by Mr. Holman is one devoted to the History of the counties of Oregon and can be found in Volume II of the *Oregon Historical Society Quarterly* at page one.

According to Mr. Holman the only laws of the June-August session not found in the collection of laws in the possession of the Oregon Historical Society were the following:

"The bill concerning the sittings of the Legislature,

"The bill locating county seat of Tuality", and two bills granting divorces, these from bills being passed July 3, 1845.

Mr. Fairbrook in his article above referred to says there were twelve such laws of the June-August session not found in the then unpublished collection of the Oregon Historical Society.

"Two sessions were held in 1845, one in June, which was adjourned July 5 reconvening again in August, and one in De-

2 Judge William Strong served as judge of the Supreme Court of Washington Territory from December term of 1858 until December term of 1860.

cember. The Acts passed at the December session of this year are found in the Laws of 43-9, but those of the June session exist only in the document in the Oregon Historical Society collection. There are forty-one acts contained in this copy, including all but twelve of the acts passed at that session by the Journal. These twelve may have failed to receive Executive approval however. Several of these acts adopt various laws of Iowa and one adopts the "acts of the Legislative Committee of 1844," not "incompatible with the original amended organic laws, and not repealed" by the House of 1845."—*Law Library Journal,* 1915, page 2.

There are forty-one acts in the Phemister Company's publication and there were forty-one acts in the Oregon Historical Society collection of the laws of the June-August, 1845, session. About three years ago the writer of this review told Mr. Davis, the representative of the N. A. Phemister Company, of this Oregon Historical Society collection of unpublished laws of that session, and it is fair to assume that the Phemister Company publication is based upon the Oregon Historical Society collection.

In 1915 while Mr. Fairbrook was making his investigation in Portland, Oregon, he was permitted to take a typewritten copy of these laws by the secretary of the Oregon Historical Society, which he did and this copy is now in the law library of the University of Washington.

Two errors of editing this publication should be noted:

First, the name of the secretary of Oregon Territory was J. E. Long and not I. E. Long.

Second, the title page speaks of the laws as being passed in August, 1845. The session at which these laws were passed convened June 24, 1845, and adjourned July 5, 1845, to meet on August 5, 1845, when it met according to adjournment. Many of the laws published were passed in July, 1845. This appears from the "Oregon Archives".

Mr. Fairbrook's article above referred to also calls attention to a number of unpublished laws of the session of June, 1844.

At page twenty-two of this publication is an act to organize the district of Vancouver, passed August 18, 1845, in the following language:

"That all that portion of the Territory of Oregon lying north of the middle of the main channel of the Columbia River shall be and the same is hereby declared a separate District, under the name and style of Vancouver District and the said District shall be entitled to elect One member to the House of Representatives at the next annual Election."—Oregon Acts and Laws for August, 1845, page 22.

This was the first creation of a district, now called county, in what is now the State of Washington and this is the first publication of that act.

Mr. Abbott in his publication of the "Real Property Statutes of Washington Territory, 1843 to 1849", at page 69 says: "The act creating Vancouver County cannot be found among the laws now in existence."

JOHN T. CONDON

THE PEACE PORTAL.

The sixth of September, 1921, will be a memorable day in the history of the Pacific Northwest for on that day was dedicated the great arch or Peace Portal on the international boundary line between the United States and Canada near Blaine, Washington.

The Treaty of Ghent was signed on December 24, 1814. As the century of peace between Great Britian and the United States drew near its culmination in 1914, efforts were begun for a general celebration throughout the length of the Canadian boundary. These efforts were abandoned at the request of President Woodrow Wilson because Great Britian had entered the World War and the United States was neutral in 1914.

After the armistice on November 11, 1918, interest was revived in the matter so far as it pertained to the boundary in the Pacific Northwest. On the Canadian side the International Peace Memorial Association of British Columbia became active. A committee was formed on the American side and for some of the preliminary work this became an international committee by the addition of representative Canadians. Throughout these agencies it was demonstrated that some great monument was desirable and the necessary special legislation was obtained in both the United States and Canada to permit the erection of a structure upon the actual boundary line.

At this point the need of a large sum of money brought forward the most effective of all the participating organization—the Pacific Highway Association. The president of that association, Mr. Samuel Hill, undertook to see the project completed. Probably it will never be known how much of his private means went into the construction of the great memorial. Not least among the expenditures was the expense of a journey by Mr. Hill and Mr. Frank Terrace to Europe where a piece of the historic Mayflower was obtained to be sealed into the Peace Portal. While in Europe, Mr. Hill began another project as part of the forward movement toward peace. He employed moving-picture men and obtained an important set of films which will be united under the title of "The Sacred Faith of a Scrap of Paper." Many of the most prominent characters of Europe have figured in those films. The same work was carried to the ceremonies at the dedication of the Peace Portal.

THE PEACE PORTAL.

There was a fine spirit of international fraternity manifested in the dedication ceremonies. The program was a long one, as follows: Call to order, by Mr. George A. Ellsperman; Invocation, by Rev. Robert E. Pretlow; Doxology; Laying of the corner stone, by Mr. Samuel Hill; Mr. Hill introduced as chairman, by Mr. Ellsperman; Address, by Ex-Governor West of Oregon; Address, by His Worship, Mayor R. H. Gale of Vancouver, British Columbia; Presentation by Miss Britannia (Miss Dora Wrigglesworth of New Westminster) of the Union Jack to Mr. Frank Terrace, Mr. John B. Yeon, Mr. E. T. Mathes and Mr. H. W. Hunter; Presentation by Miss Columbia (Miss Gretchen Snow of Blaine, Washington,) of the Stars and Stripes to Mr. Samuel Gintzburger, Mr. H. W. White, Mr. F. R. McD. Russell and Mr. J. J. Johnston; Raising of the Union Jack with an American band playing the British National Anthem; Raising of the Stars and Stripes with a Canadian band playing the American National Anthem; Raising of French, Belgian, American and British flags by Consuls and other officers of those countries; Address by Judge Thomas Burke representing the Sulgrave Institute and the English Speaking Union; Address by R. Rowe Holland, President of the International Peace Memorial Association of British Columbia; Address by Honorable W. J. Coyle, Lieutenant Governor of Washington; Address by Honorable John Oliver, Premier of British Columbia; Dedication Ode, by Professor Edmond S. Meany, of the University of Washington; Benediction, by Right Reverend A. U. DePencier, Lord Bishop of New Westminster. Before the meeting adjourned, Mr. Hill read copies of telegrams received from President Harding and from prominent people throughout the world and copies of telegrams he had sent in reply. Mr. Frank Terrace explained how a piece of the *Mayflower* had been obtained from the Quakers in England and the great personal care given the relic in its travels to the Peace Portal.

Many monuments have been reared to wars and to heroes of wars but this is probably the first great memoral arch ever reared to peace. Near the top the inscription on one side is "Children of a Common Mother"; on the other side, "Brethren Dwelling Together in Unity." The doors sealed into the arch will bear these inscriptions: "Open for One Hundred Years," "May These Doors Never Be Closed."

There were a number of documents placed in the receptacle the most interesting of which was a bound portfolio prepared under

the supervision of Mr. G. O. Buchanan of New Westminster. This contained transcripts of the treaties and articles of treaties, fixing the boundary, written by hand with durable ink and with illuminated lettering. These official extracts were preceded by an historical memorandum prepared by Judge F. W. Howay, of the Supreme Court, New Westminster, and submitted for correction and approval to Professor Meany of the History Department, University of Washington. Though Judge Howay was the real author, it was submitted as a joint or international statement of the facts. For the benefit of future visitors to the Peace Portal, that historical memorandum is here published in full as follows:

This memorandum of the salient points in the story of the settlement of the boundary line between British and American territory in America relates principally to the region west of the Lake of the Woods. The fact that it has been prepared jointly by a committee of British subects and American citizens is indicative of the spirit of peace and harmony that is in our hearts to-day when we dedicate the Peace Portal witnessing to all the world that for more than a century—since the Treaty of Ghent 1814—there has been unbroken peace and friendship between our nations. As appendices there are attached copies of the articles in the treaties and conventions which are referred to and which relate to the above specified portion of the boundary line.

In 1783, by the Treaty of Paris, which terminated the War of Independence, the boundaries of the United States were defined. These extended far beyond the original limits of the Thirteen States. The Mississippi River became the western boundary of the new Republic. The northern boundary, after passing through the Great Lakes and the Lakes and rivers to the westward thereof to the Lake of the Woods, was declared to be a line drawn from the most northwesterly angle of that lake on a due west course to the Mississippi River. With the increase of geographical knowledge it was soon found that it was impossible to run such a line, as the highest source of the Mississippi is about eighty miles south of the Lake of the Woods. In 1794 and again in 1803 ineffectual efforts were made to agree upon such a line as would conform to the true intent and meaning of the Treaty of 1783.

In 1803 the United States purchased from France the territory lying west of the Mississippi River known as Louisiana, whose boundaries both west and north were somewhat indefinite but which

at any rate extended to the Rocky Mountains. This made it necessary to settle the location of the boundary westward from the Lake of the Woods to the Mountains. Accordingly, by Article II of the Convention of 1818, the line was drawn from the most northwestern point of that lake to and along the 49th parallel of north latitude to the "Stony Mountains." This Convention further provided in Article III that the country west of those mountains should be free and open for the term of ten years to the people of both nations, without prejudice to their respective claims thereto or to those of any other power or state.

At that time the Oregon Territory, as this region was later called, was claimed by four countries—Great Britain, the United States, Spain and Russia. In 1819, by the Florida Treaty, Spain ceded all her rights, claims and pretentions to the lands north of 42° —the northern boundary of California, then a Spanish possession— to the United States; in 1824 and 1825 Russia's claims were adjusted by conventions with the United States and Great Britain respectively, wherby she received the territory now known as Alaska extending as far south as 54° 40′. Thus only two claimants to the region between 42° and 54° 40′ remained—Great Britain and the United States.

In 1827 the joint occupation, which under the third article of the Convention of 1818 would expire in the following year, was renewed indefinitely subject to its being terminated by either nation by giving twelve months notice.

So matters continued for some eighteen years, during the greater part of which the Oregon Territory was occupied principally by the Hudson's Bay Company for the purposes of its fur trade; but about 1840 commenced a considerable influx of settlers into the Country, from the various states of the Union, and the necessity of dividing it between the two nations became urgent. Several unsuccessful efforts to effect a partition were made, in which the claims and rights of each nation were much discussed. The point in dispute was briefly whether the boundary should be the Columbia River or the 49th parallel.

Finally in 1846 the United States determined to give the notice required by the Convention of 1827 to terminate the joint occupation. At this time the feeling upon this question became quite heated, but counsels of peace prevailed, and on 15th of June, 1846, by the Treaty of Washington the division of the Territory was ef-

fected. The line agreed upon was the continuation of the 49th parallel from the Rocky Mountains to the middle of the Channel which separates the continent from Vancouver Island, thence southerly through the middle of that channel and of Fuca's Straits to the Pacific Ocean.

Unfortunately in 1859 a dispute arose as to the identity of the channel referred to in this treaty. The question was whether it was the Canal de Haro, which lies on the northern side of the San Juan archipelago, or the Rosario Straits, which lie on the southern side. For over ten years, during four of which the American Civil War was raging, this difficulty remained unsettled, despite several attempts to adjust it. In that interval the San Juan Islands were, by agreement, jointly occupied by small forces representing each nation. By the Treaty of Washington 1871, the Dispute was submitted to the arbitration and award of His Majesty, the Emperor of Germany. On 21st. October 1872 the Emperor of Germany made his award declaring that the claim of the United States that the Boundary line should be run through the Canal de Haro was most in accordance with the true interpretation of the Treaty of 1846. The award was accepted, the forces withdrawn, and the last dispute on this part of the boundary was ended.

Thus was the line of boundary between our two nations drawn across a region two thousand miles in extent, and thus were all the difficulties inherent in such an undertaking peaceably and amicably settled; and as it was drawn in peace so it has been retained, without fort to guard it or sentry to patrol it.

PEACE PORTAL COMMITTEE.

ORIGIN OF WASHINGTON GEOGRAPHIC NAMES

[*Continued from Volume XII, Page 218.*]

QUEENHITHE. "To the open bay, on the coast to the north of Destruction Island, Mears gave the name of Queenhithe. (1788). Queenhithe is said to be a village on the Thames." (J. G. Kohl in *Pacific Railroad Reports,* Volume XII., Part I., chapter XV., page 266.) Coalpo reported on April 3, 1814, two ships trading at Queenhithe. (*Henry-Thompson Journals,* Coues edition, Volume II, page 864.) The Wilkes Expedition, 1841, located Queenhithe at about the present Hoh Head. The name does not appear on the more recent charts.

QUEETS, a river and mountain in the central and southwestern parts of Jefferson County. James G. Swan wrote: "Next north of the Queniult tribe are the Quai'tso." (*Northwest Coast,* page 211.) His book was published in 1857 and in that same year the map of the Surveyor General of Washington Territory showed Queets River. (*United States Public Documents,* Serial Number 877.) In later years, when the river was found to have its rise from the snows of one of the Olympic mountains, that peak received the name of Queets Mountain.

QUELAIULT RIVER, see Quillayute River

QUE-LAP'TON-LILT, the name of an Indian villiage at the mouth of the Willapa River where Captain Charles Stewart later secured a claim. (James G. Swan, *Northwest Coast,* page 221.)

QUENIULT RIVER, see Quinault River.

QUERQUELLIN RIVER, east of Bay Center, Willapa Bay, in the northwestern part of Pacific County. James G. Swan says the stream had this name but was also called at times, "Mouse River". (*Northwest Coast,* page 74)

QUIARLPI, the name of a few Indian families living at Kettle Falls. The name means basket people from the circumstance of their using baskets to catch fish. (Wilkes Expedition, 1841, *Narrative,* Volume IV., page 444.)

QUILCEDA CREEK, a small stream on the Tulalip Indian Reservation near Everett, Snohomish County. In the Indian treaty of January 22, 1855 the creek is mentioned under the name "Kwiltseh-da".

QUILCENE, a bay, the northwestern projection of Dabop Bay, in the eastern part of Jefferson County. A town on the bay bears the same name. The word has been spelled "Colcene", "Colseed", "Quilceed". Rev. Myron Eels, for many years a missionary among the Hood Canal Indians, says: "Quil-ceed is a Twana name, from quil-ceed-o-bish, the name of a band of Twanas who lived on quil-ceed bay. It means 'salt-water people', in distinction from the S-kaw-kaw-bish, or 'fresh-water people', another band of the same tribe." (*American Anthropoligist,* for January, 1892.) Quilcene is the form on most recent charts including No. 6450 of the United States Coast and Geodetic Survey.

QUILLAYUTE RIVER, flowing into the Pacific Ocean in the southwestern part of Clallam County. A small Indian Reservation at the mouth of the river has the same name. The tribe of Indians there with that name was well known to early navigators and traders. The word has had many spellings,but Quillayute has been approved by the United States Geographic Board. (Fifth Report, 1890 to 1920, page 267.)

QUIMPER PENINSULA, between Port Discovery and Port Townsend Harbor, in the northwestern part of Jefferson County. Manuel Quimper, in 1790, had named Port Discovery "Puerto de Bodega y Quadra" and his own name had been placed by the Spaniards on New Dungeness Bay as "Puerto de Quimper". (Charts reproduced in *United States Public Documents,* Serial Number 1557.) These with other Spanish names have been removed, but the United States Coast Survey seems to have been responsible for giving Quimper's name to the peninsula. (Captain George Davidson, *Pacific Coast Pilot,* pages 537 and 595.) The Wilkes Expedition, 1841, gave the name "Dickerson Peninsula". (*Hydrography* Volume XXIII., Atlas, chart 78.) That name has not persisted. The honor intended is revealed in the report: "The command of the exploring Expedition devolved upon me, by orders from the Hon, Mahlon Dickerson, then Secretary of the Navy, on the 20th March, 1838." (*Narrative,* Volume I., page xiii.)

QUINAULT, a lake, river and Indian Reservation in the northwestern part of Grays Harbor County. On the shore of the lake there is a postoffice with the same name. It was as the name of an Indian tribe that the name was first used. The Bureau of American Ethnology has collected an extensive synonymy. (*Handbook of American Indians,* Volume I., pages 342-343.) The present form,

Quinault, has been approved by the United States Geographic Board. (*Fifth Report* 1890 to 1920, page 267.) The United States Coast and Geodetic Survey is now using the same form. (Chart 6002, corrected to June 25, 1921.)

QUINZE RIVER, a stream in the Cowlitz region, the identity of which has not been determined. In 1845, M. Vavasour wrote: "At the Cowlitz we procured horses and rode to Nisqually, a distance of about 60 miles. This route, or portage, as it is usually called, passes through small plains traversing the intervening points of woods, crossing the Quinze, Sous, Vassels, Chute, and Nisqually Rivers all of which are fordable in the summer, but become deep and rapid in the winter and spring." "Secret Mission of Warre and Vavasour", in the *Washington Historical Quarterly,* Volume III., April, 1912, page 151.)

QUISH-CUM RIVER, an Indian name for Hoquiam River. (James Tilton's "Map of a Part of Washington Territory", September 1, 1859, reproduced in *United States Public Documents,* Serial Number 1026.)

QUOB-QUO, an Indian name for Cedar River. (J. A. Costello, *The Siwash,* Seattle, 1895.)

QUO-DOULTZ-SPU-DEN, see Black River.

R.

RACCOON POINT, on the northeast coast of Orcas Island, in the northeastern part of San Juan County. (United States Coast and Geodetic Survey, *Chart 6380.*) The name first appeared as Raccoon Bluff. (United States Coast Survey, *Report of Superintendent,* chart 44.)

RAECO, a village on Maury Island in the southwestern part of King County. The name was formed in 1908 by taking the initials of the men forming the company—Rhodes, Appel and Earnest and adding "co" for the company. (Mrs. A. Hunt, of Burton, in *Names MSS.* Letter 84.)

RAFFERTY'S RANCH, see Mentor.

RAFT ISLAND, a small island at the head of Carr Inlet in the northwestern part of Pierce County, probably named from its appearance. The Wilkes Exepedition, 1841, named it "Allshouse Island". (*Hydrography,* Volume XXIII., Atlas, chart 78.) The intended honor was probably for Joseph Allshouse a member of one of the crews.

RAFT RIVER, flowing into the Pacific Ocean in the northwestern part of Grays Harbor County. A rock off shore at the mouth of the river was long known as Raft Rock. (Captain George Davidson, *Pacific Coast Pilot,* page 495.) Raft River was charted by the Surveyor General of Washington Territory, Map for 1857.

RAIL CREEK, a tributary of Chamokane Creek in Stevens County. It got the name from the tall, slim timber fit for rail fences. (William J. McDonald, of Tumtum, in *Names MSS.* Letter 175.)

RAILROAD CREEK, a small stream in the western part of Chelan County, so named because a railroad was projected along its banks. In 1910 piles of rails were seen for miles along the stream. The road was never built.

RAINIER, see Mount Rainier.

RAINIER, a town on Tenalquot Prairie, in the north central part of Thurston County. It was named for the mountain.

RALSTON, a town in the central part of Adams County. It was named by H. R. Williams, Vice President of the Chicago, Milwaukee and St. Paul Railway Company, for a health food. (H. R. Wiliams, in *Names MSS.* Letter 530.)

RAM'S HEAD, see Isles des Pierres.

RATTLESNAKE PRAIRIE, near Snoqualmie Pass, named by pioneer road surveyors. Arthur A. Denny says: "One of the party was startled by a rattling in the weeds. He reported that he heard a rattlesnake, which on investigation proved to be simply the dry seed pods of a weed; but it was sufficient to give a name to the place which it has ever after kept." (*Pioneer Days on Puget Sound,* Harriman edition, page 65.)

RATTLESNAKE MOUNTAIN, in Benton County, probably named because of snakes found there by early settlers.

RAVENNA PARK, in Seattle, named after Ravenna, Italy, famed for its trees. (W. W. Beck in *Names MSS.* Letter. 286.) After the death of former President Roosevelt, the name was changed to Roosevelt Park.

RAYMOND, a town in the north central part of Pacific County, named for L. V. Raymond, owner of the townsite. (Postmaster at Raymond, in *Names MSS.* Letter 455.)

REARDON, a town in the northwestern part of Lincoln County, named for a civil engineer with the Washington Central Railroad Company. (Postmaster at Reardon, in *Names MSS.* Letter 244.)

RED BLUFF, see Admiralty Head.

RED HARBOR, see Reid Harbor.

REDMOND, a town in the northwestern part of King County, named for Luke McRedmond, who arrived in Seattle in 1852 and settled at Redmond in April, 1869, later becoming the founder of the town and its first postmaster. (H. S. Reed, in *Names* MSS. Letter 222.)

RED PATCH, see Scarborough Hill.

REDROCK, a town in the south central part of Grant County, named in 1896 for the red rock abounding in that locality. (Robert N. Getty, of Smyrna, in *Names MSS.* Letter 63.)

REEF ISLAND, one of the seven Wasp Islands, in the central part of San Juan County. Named for its formation. (British Admiralty Chart 2689, Richards, 1858-1859.)

REEF POINT, on Lummi Island, north of Lummi Rocks, Whatcom County, named by the United States Coast Survey in 1855. (*United States Public Documents,* Serial Number 845, chart 44.) Another use of the same name is found at the southwest cape of Cypress Island, San Juan County. (British Admiralty Chart 2689, Richards, 1858-1859.)

REFORM, see Central Ferry.

REID HARBOR, a bay on the southeastern shore of Stuart Island, San Juan County. On the British Admiralty Chart 2689, Richards 1858-1859, it is shown as "Red Harbor" but Chart 2840 of the following year shows it Reid Harbor, a probable honor for Captain James Murray Reid, of the Hudson's Bay company service. See Captain John T. Walbran's *British Columbia Coast Names,* pages 419-420.

REID ROCK, in Friday Harbor, San Juan Island, the name probably coming from the same source as that of Reid Harbor. (British Admiralty Chart 2840, Richards, 1858-1860.)

REITER, a town in the south central part of Snohomish County, named by V. V. Clark in July, 1906, in honor of Charles G. Reiter of East Orange, New Jersey, who was president of the Bunker Hill Mining and Smelting Company. (Charles F. Hendricks, in *Names MSS.* Letter 546.)

RELIEF, a station in the northwestern part of Columbia County. "The first engines, Nos. 41 and 42, pulled two cars each up to the point where each dropped a car and went on. It was such a re-

lief to the engine crews that the place has been known as Relief ever since." (William Goodyear, in *Names MSS.* Letter 43.)

RENA, a village south of Dungeness, Clallam County, named at the time of the first railroad boom by Major Hooker in honor of his daughter. (Postmaster at Dungeness, in *Names MSS.* Letter 161.)

RENSLOW, a town in the southeastern part of Kittitas County. The choice of name for the railway station was "a chance selection." (H. R. Williams, Vice President of the Chicago, Milwaukee and St. Paul Railway Company, in *Names MSS.* Letter 589.)

RENTON, a city near Seattle, King County. It was first known as Black River Bridge. (Interview with Mr. Houser in *History of Kittitas County,* Ellensburg Normal School, page 1.) The present name is an honor for Captain William Renton of the Port Blakely Mill Company.

REPUBLIC, in the north central part of Ferry County, of which it is the county seat. It in the spring of 1896, Philip Creaser and Thomas Ryan located the Republic mine which was later sold for $3,000,000. The town was named for the mine. (John F. May, in *Names MSS.* Letter 431.)

RESTORATION POINT, at the southeast end of Bainbridge Island, Kitsap County, named by Captain George Vancouver in honor of "Restoration Day", May 25, 1660, when the Stuart dynasty was restored to the crown of England. Englishmen celebrated the anniversity for more than a century. Vancouver first called it Village Point on account of a group of Indians being camped nearby. (Edmond S. Meany's *Vancouver's Discovery of Puget Sound,* page 156 and note.) The Wilkes Expedition, 1841, sought to change the name to "Point Gordon." (*Hydrography,* Volume XXIII., Atlas, chart 78.) This was intended as an honor for John Gordon, Quartermaster in one of the crews.

RETSIL, postoffice at the Washington Veterans' Home, near Port Orchard, Kitsap County. Difficulty was encountered in selecting an acceptable name until W. H. Cochran of the State Board of Control suggested the use of Governor Ernest Lister's name spelled backwards. (W. H. Wiscombe, Superintendent of the Washington Veterans' Home in *Names Mss.* Letter 82.)

REVERE, a town in the northwestern part of Whitman County, named by H. R. Williams, Vice President of the Chicago, Milwaukee & St. Paul Railway Company, after Paul Revere of the famous ride. (H. R. Williams in *Names MSS.* Letter 530).

REX, a post office in Douglas County, said to have been named by the Postoffice Department. The name has no local meaning. (C. A. Carson, Postmaster, in *Names MSS.* Letter 38.)

RICHS PASSAGE, entrance to Port Orchard, south of Bainbridge Island, Kitsap County, named by the Wilkes Expidition, 1841, in honor of William Rich, botanist with the expedition. (*Hydrography,* Volume XXIII., Atlas, chart 78.)

RICHARD POINT, see Point Treble.

RICHLAND, a town in the east central part of Columbia County, named by Nelson Rich in 1904. Mr. Rich owned large tracts of land in that vicinity. Benton was proposed as a name but was rejected because of its frequent use elsewhere. (*Advocate* of Richland, in *Names MSS.* Letter 358.)

RICHMOND BEACH, a town in the northwestern part of King County, named on October 4, 1889, by E. W. Mills and John Pappendick to please John Spencer a former resident of Richmond, England. The word "Beach" was added to advertise the fine bathing beach at that place. The Postoffice Department shortened the name by dropping the word "Beach" which resulted in so much confusion with other Richmonds that, in 1900, the word "Beach" was officially added to the name. (Miss Loville R. Hillman and Mrs. Sadie E. Holloway, in *Names MSS.* Letter 67.)

RICHMOND HIGHLANDS, in the northwestern part of King County, directly east of and overlooking Richmond Beach, whence the name. The postoffice by that name was established on Junel, 1912. (E. E. Rogers, in *Names MSS.* Letter 477.)

RICHMOND LAKE, see American Lake.

RICHMOND POINT, see Point Richmond.

RICKEY RAPIDS, see Thompson Rapids.

RIDGEFIELD, a town in the west central part of Clarke County. The former name Union Ridge was changed to Ridgefield about 1890 as the site of the town was one large field on a beautiful ridge. (J. W. Blackburn, in *Names MSS.* Letter 127.)

RINGGOLD CHANNEL, see Rosario Strait.

RINGGOLD POINT, see Marrowstone Point.

RIO CANEL, see Fish River.

RIO DE CUESTA, see Lyre River.

RIO DE LOS MARTIRES, see Hoh River.

RIPARIA, a town on Snake River in the southwestern part of Whitman County. The name is evidently derived from the Latin *riparius,* referring to a river bank, the same as the Anglicized "riparian."

RIPPLE ISLAND, a small island between Spieden and John Islands, in the northern part of San Juan County. The name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

RITZ CREEK, a tributary of the Walla Walla River, Walla Walla County, named in honor of Philip Ritz, a pioneer in the Northwest of 1863. (W. D. Lyman, in *Names MSS.* Letter 246.)

RITZVILLE, county seat of Adams County, named in honor of Philip Ritz who located in 1878 a homestead just south of the townsite. (N. W. Durham, *Spokane and the Inland Empire,* page 627.)

RIVER BONAPARTE, see Bonaparte Creek.

RIVER HOMES, in the north central part of Lincoln County. In 1911, people living on orchard tracts on the Spokane River obtained a postoffice with this name. (Postmaster at River Homes, in *Names MSS.* Letter 516.)

RIVER OF THE WEST, see Columbia River.

RIVERSIDE, a town on the Okanogan River in Okanogan County, named for its location.

ROBE, a town in the central part of Snohomish County, named for a pioneer settler. (*History of Skagit and Snohomish Counties,* page 375.)

ROBERTS POINT, see Point Roberts.

ROBINSON, a village in the western part of Okanogan County, named for James Robinson, a trapper in 1890. (Mrs. M. Stewart, of Mazama, in *Names MSS.* Letter 314.) Robinson Creek, a branch of the upper Methow River, was probably named for the same man.

ROBINSON POINT, the northeast cape of Maury Island, in the southwestern part of King County, named by the Wilkes Expedition, 1841, in honor of John Robinson, Captain of the Forecastle in one of the crews. (*Hydrography,* Volume XXIII., Atlas, chart 78.) In a former writing it was conjectured that the one honored was R. P. Robinson, Purser's Steward in one of the crews. ("Origin of Point Defiance and Other names on Puget Sound," in the *Seattle Post-Intelligencer,* May 23, 1915.) It seems, however, that John Robinson's rank harmonizes better with that of the other men

honored in the naming of points in the same vicinity. See Point Pulley, Point Piner, Point Heyer, Point Beals, Point Southworth, Point Williams, Point Sandford, Point Richmond and Quartermaster Harbor. The lighthouse at Robinson Point has made that the best known of the group.

Roche Harbor, a town on the northern part of San Juan Island, in the northwestern part of San Juan County, named in 1858 in honor of Richard Roche. (British Admiralty Chart 2689, Richards, 1858-1859.) Roche was on this Northwest station as a Midshipman under Captain Henry Kellett in H. M. S. *Herald* in 1846. He was under the same Captain in the Arctic Exploring Ship *Resolute,* 1852-1854, during which time he made 789 miles of sledge travel. He was on the Northwest station again in 1857-1860 as Third Lieutenant under Captain James C. Prevost of H. M. S. *Statellite.* It was during this time that the significant geographic honor was conferred upon him by Captain, afterwards Admiral Sir George Henry Richards, then in command of H. M. S. *Plumper.* (Captain John T. Walbran, *British Columbia Coast Names,* page 427.)

Rock Creek, at least eleven small streams in Washington bear this descriptive name. The most important historically is the stream flowing into the Columbia near the station Fountain in the south central part of Klickitat County. In 1811, David Thompson called it "Now-wow-ee." (*Narrative,* the Champlain Society edition, map.) This has been identified as Rock Creek by T. C. Elliott who edited the Journal of David Thompson, (*Quarterly of the Oregon Historical Society,* Volume XV., page 116, note 81.)

Rockdale, station at the western portal of the Chicago, Milwaukee and St. Paul Railway in the western part of King County, named because of the preponderance of rock there. (A. H. Barkley, Chief Clerk to Vice-President Earling, of the Chicago Milwaukee & St. Paul Railway Company, Seattle, in *Names MSS.* Letter 500.)

Rockdale Creek and Lake, near Rockdale in the western part of King County. The names were suggested to the United States Geographic Board in 1916 by The Mountaineers. (In *Names MSS.* Letter 580.) The names are officially approved. (United States Geographic Board, *Fifth Report 1890 to 1920,* page 275.)

Rock Duncan, see Duncan Rock.

ROCKFORD, a town in the southeastern part of Spokane County, named by D. C. Farnsworth, a pioneer in 1879, from the many fords used in crossings over Rock Creek running through the town. (Postmaster at Rockford, in *Names MSS.* Letter 543.)

ROCK ISLAND, half a mile north of Cypress Island, in the northwestern part of Skagit County. The descriptive name was given by the United States Coast Survey in 1854. (*United States Public Documents,* Serial Number 1005, page 433.

ROCK ISLAND RAPIDS, in the Columbia River below Wenatchee, in Chelan and Douglas Counties. The Indian name for the rapids is *Squah-ah-she.* (T. C. Elliott, "Journal of David Thompson," in *Quarterly of the Oregon Historical Society,* Volume XV., page 56, note 20.)

ROCK LAKE, in the north central part of Whitman County, named for the nature of its banks. The great Yakima Chief Kammaiakan found retirement near this lake after the Indian war of 1855-1857.

ROCK POINT, on the western shore of Lopez Island, San Juan County. The descriptive name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

ROCKWELL, a town in the northeastern part of Adams County, named for the character of the county and on account of a well drilled in the rock there. (L. C. Gilman, in *Names MSS.* Letter 590.)

ROCKY BAY, on the northeast shore of San Juan Island, San Juan County. The descriptive name first appears on the British Admiralty Chart 2689, Richards, 1858-1859.

ROCKY POINT, locally used for a number of places. The one best established is at the northeast entrance to Holmes Harbor, Whidbey Island, in Island County, named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas(chart 78.)

RODD BAY, see Oro Bay.

RODGERS ISLAND, see San Juan Island.

RODNA, a station in the southwestern part of Spokane County, originally named "Ray" in honor of E. W. Ray, Assistant Engineer on Location and Construction for the Spokane, Portland & Seattle Railway Company. The name was changed to avoid confusion with Ray on the Northern Pacific Railway. (L. C. Gilman, in *Names MSS.* Letter 590.)

ROGERSBURG, a town at the junction of the Grande Ronde and Snake Rivers, in the southeastern part of Asotin County, named in 1904 for G. A. Rogers of Asotin who owned the townsite. (*History of Southeastern Washington,* pages 697-698.) The first store was started june 12, 1912, by C. B. Brown, who was also first postmaster. (C. B. Brown, in *Names MSS.* Letter 262.)

ROGUE HARBOR, see Baker Bay.

ROGUE ISLET, off the east shore of Tenas Illahee, Columbia River, named by the Wilkes Expedition, 1841. (*Hydrography,* Volume XXIII., Atlas, chart 70.)

ROLLING BAY, on the east shore of Bainbridge Island, Kitsap County. It was first named Rowles Bay after an early settler. When a postoffice was secured the name was changed. (Lucas A. Rodal, Postmaster, in *Names MSS.* Letter 1.)

RONALD, a village on the Seattle-Everett Interurban Railway, King County, named in honor of Judge J. T. Ronald, Seattle, who owned land there.

RONALD, a town in the western part of Kittitas County, named in honor of Alexander Ronald, a native of Scotland, who was superintendent of the coal mines there. (T. F. Mulvaney, in *Names MSS.* Letter 353.)

ROOSEVELT, a town on the Spokane, Portland and Seattle Railway, on the Columbia River, in the southeastern part of Klickitat County. It was named T. B. Montgomery in honor of Theodore Roosevelt. (W. H. Reader, in *Names MSS.* Letter 64.)

ROSALIA, a town in the northern part of Whitman County. It is the site of the Indian battle with Colonel Steptoe, for whom the nearby mountains was named.

ROSARIO, a well known name in the vicinity of the San Juan Archipelago. It was first applied in 1791 by the Spanish Captain Eliza to what is now the Gulf of Georgia. The original Spanish name was "Gran Canal de Nuestra Senora del Rosario la Marimera." About the same time, the Spaniards named the present Rosario Strait "Boca de Fidalgo." (Chart reproduced in *United States Public Documents,* Serial Number 1557.) The Wilkes Expedition, 1841, named Rosario Strait "Ringgold's Channel," an honor intended for Lieutenant Cadwalader Ringgold of the expedition. In 1847, Captain Henry Kellett shifted part of the long Spanish name from the Gulf of Veorgia and chartered Rosario Strait. (British Admiralty

Chart 1917.) That name has persisted. It is the boundary between San Juan and Skagit Counties. For a time a postoffice on Fidalgo Island, in the southwestern part of Skagit County bore the name "Rosario." In more recent years, Robert Moran has applied the name to his beautiful home on the eastern shore of East Sound, Orcas Island. There is now a postoffice at his place called Rosario.

ROSARIO ISLAND, see Fox Island.

ROSBURG, a town ni the western part of Wahkiakum County, named for Christian Rosburg, first postmaster there. (Postmaster of Rosburg, in *Names MSS.* Letter 239.)

ROSEDALE, a town on Henderson Bay, Carr Inlet, in the northwestern part of Pierce County. It was named by W. E. White in 1883 on account of the wild roses bordering the bay. In 1884, Mrs. Henry Schmel started the subscription which brought their first flag and in May, 1886, David Petrey and W. E. White started the petition for their first postoffice. (Mrs. W. E. White, in *Names MSS.* Letter 506.)

ROSE POINT, see Point Eliott.

ROSLYN, a town in the western part of Kittitas County. In August, 1886, Logan M. Bullock, general manager of the Northern Pacific Railroad Company's coal mine there, suggested th ename as a compliment to his sweetheart who was living in Roslyn, New York. (W. M. Sample, Postmaster at Roslyn, in *Names MSS.* Letter 535.)

ROSS RAPIDS, in the Columbia River, between the Entrait and Okonagon Rivers, named by the Wilkes Expedition, 1841, probably in honor of Alexander Ross, of the Asotin party. (*Hydrography,* Volume XXIII., Atlas, Chart 67.) The name seems to have passed out of use.

ROUND ISLAND, in Willapa Bay, Pacific County. In 1858, the United States Coast Survey reported: "One mile S. S. E. of Long Island is a very small islet called Round Island, of only a few acres in extent covered with wood and bushes." (United States Public *Documents.* Serial Number 404, page 404.)

ROXBORO, a town in the western part of Adams County, named by the Chicago Milwaukee and St. Paul Railway Company after a town in Massachusetts. (H. R. Williams, in *Names MSS.* Letter 530.)

[*To be continued.*]

DOCUMENTS

The Nisqually Journal

[*Continued from Vol. XII, Page 228.*]

[February, 1851.]

[Ms. Page 43.]

Saturday 1st. Mild and clear weather. Hands employed as yesterday. This evening Lapoitrie[1] arrived from Cowlitz[2] bringing with him a mail.

Sunday 2nd. Gloomy weather. [Ms. Page 44.]

Monday 3rd. Fine. Chaulifoux[3], Jollibois[4], Cowie[5], Tapou[6] & Indians at New Kitchen. Trudelle[7] making a Harrow. Edwards[8] and Young[9] butchering Hogs (four in number). McPhail[10] & Indian gang clearing ground in New Swamp. The Balance of Wages (amounting to £86.6.1) due J. M. McCloud[11] was this afternoon paid into his hands by Dr. Tolmie.[12]

Tuesday 4th. Fair weather. Hands employed as yesterday, Edwards excepted. Commenced ploughing, with a country made plough worked by oxen, new land in Swamp.

Wednesday 5th. Still Fair. Work as before. New Kitchen nearly finished.

Thursday 6th. Fine. Chaulifoux & Tapou preparing wood for a waggon intended for Potatoe hauling. Jolibois, Cowie & Trudelle at New Kitchen. Young making brine. McPhail & Indian gang clearing in Swamp. Steilacoom[13] who has been working the Country Plough this afternoon met with an accident which has rendered his plough useless till repaired. The Englishman Edwards off duty drinking and carousing with the deserter Hore[14] & part of "Orbits"[15] crew who have been paid off.

1 A servant.

2 Cowlitz farm, next to Nisqually, the largest post maintained by the Puget's Sound Agricultural Company. It was situated on the Cowlitz river in townships 11 and 12 north, range 1, west of the Willamette meridian. It comprised some 1200 acres, fenced in, eleven barns, and a mill.

3 A servant. 4 A servant.

5 A kanaka or native of the Sandwich islands, employed as a servant.

6 Tapon or Tapou, an Indian employee.

7 A servant. 8 A servant. 9 A servant.

10 John McPhail, a servant, formerly employed as a shepherd.

11 John McLeod, a servant.

12 William Fraser Tolmie, chief trader for the Hudson's Bay Co. and a superintendent for the Puget's Sound Agricultural Co.

13 An Indian employee.

14 A servant. He left the service on Oct. 15, 1850.

15 See this *Quarterly*, vol. xi, no. 2 (April, 1920), p. 141, note 174, for an account of the first appearance of this vessel on the Sound. Michael T. Simmons held the controlling interest in the ship.

Friday 7th. Cloudy with slight Showers. Hands employed as yesterday, The Brig "Orbit" Mr. M. Simmons[16] acting as Captain; arrived this morning & anchored off the landing[17]. Mr. Simmons has made an arrangement with Dr. Tolmie to employ the "Orbit" in the transmittal of Sheep: from Nisqually to Victoria [Ms. Page 45.] at the uniform rate of $1.00 pr head for every Sheep. he is to make a start on Monday next. Edwards still absent.

Saturday 8th. Hazy. Work as yesterday.

Sunday 9th. Gloomy. Mr. Ross & Montgomery in with a band of horses which are to form part of "Orbits" cargo for Victoria (she will take Sheep on Deck & horses down below.) An Indian arrived from Cowlitz with an express—late in the evening arrived a man from Victoria with a packet. Messrs. Simmons & Goldsboro[18] up, took supper.

Monday 10th. Fine. Mr. Ross and people busy shipping horses thirty of which were put on board being half the quantum she will carry. McPhail and Edwards employed picking out suitable Sheep for Victoria. Chaulifoux at waggon. Jollibois & Cowie at New Kitchen. Trudelle repairing horse Collars. Indian Gang clearing land in Swamp. The Indians, who arrived last night, left this afternoon with a packet for Victoria.

Tuesday 11th. Severe Gales from the S. West which were very severely felt by the "Orbit" at the landing. drove her ashore and put a stop to the further Shipment of Horses, 15 Shipped this day, Making in all Shipped 45. Edwards thrashing wheat. remaining hands as yesterday. traded a most acceptable quantity of mats. Messrs. Simmons and Smith[19] up, took Supper. [Ms. Page 46.]

Wednesday 12th. Strong gales from the North last [night]. Nothing done in the Shipping line to-day on acct. of the severe wind. hands employed as yesterday.

Thursday 13th. Morning Frosty & Cold. Milder toward Evening. put the Sheep on board "Orbit" early this morning (328 ewes & 1 ram). upon conclusion of which, she set sail with a slight favorable breeze. McPhail has gone with her to attend the Horses & Sheep. Hands employed as before mentioned. Measured Glasgow's Lumber which Dr. Tolmie is about purchasing from him. Measured 2895½ feet which he has agreed to sell at the rate of 7½ cents pr.

16 Michael T. Simmons.
17 Known at this time and for many years thereafter as "Nisqually Landing."
18 Probably Hugh Allen Goldsboro.
19 Smith.

foot. Dr. Tolmie has purchased house, fence rails &c from Glasgow.[20]

Friday 14th. Clear & Frosty weather. Chaulifoux & Tapou at Various jobs, Jollibois, Cowie & Squally at New Kitchen, Edwards Forenoon winnowing wheat, afternoon sowing oats, Young making hide rope. Trudelle repairing horse collars. Indian gang clearing in Swamp.

Saturday 15th. Occasional Showers of rain. Hands employed as yesterday. two men & a Yoke of oxen off to Linklaters[21] at Tinalquot.[22] an Indian dispatched to Cowlitz with a packet.

Sunday 16th. Morning rain. afternoon Fine. partial Sunshine. [Ms. Page 47.]

Monday 17th. Clear & Frosty weather. Chaulifoux & Tapou repairing ploughs. Jollibois & Cowie at New Kitchen. Trudelle Morning repairing Fence along road to beach (disturbed by the late heavy winds). Napahay[23] with Indian gang clearing land in Swamp. Sargt. Hall[24] called to see Dr. Tolmie & to give some explanations regarding the land they are now enclosing (P. S. Co.'s land), he says that whatever land they enclose will be still recognized by them as P. S. Co.'s property.

Tuesday 17th. Fine. Chaulifoux & Tapou making door to New Kitchen, Jollibois, Cowie & Squally[25] at New Kitchen. Steilacoom off Sick. Edwards employed in Swamp. Two ploughs at work in Swamp. Set an extra gang of Women[26] at picking potatoes from the Plains. Letters & papers arrived from Cowlitz pr. Steilacoom mail.

Wednesday 19th. Clear Cold weather. Chaulifoux, Tapou, Jollibois & Cowie fitting up Kitchen. Edwards & Steilacoom delving in garden. Young with Indian women picking & sorting Potatoes. Trudelle making bridles &c. Naphay with Indian gang clearing in Swamp.

Thursday 20th. Forenoon Fine. Afternoon Showery. Indian gang (which yesterday received an addition of some half dozen men) clearing in Swamp. a Fine piece of Land has been cleared & made ready for the Plough. remaining hands employed as before. Oxen employed hauling rails. [Ms. Page 48.]

20 Thomas W. Glasgow, a settler of 1847 and recently a squatter on the lands claimed by the company at the mouth of the Sequalitchew creek, where he proposed to build a mill. In buying his effects the company rid itself of a troublesome character.
21 Thomas W. Linklater, a servant.
22 A company station on Tenalquot Prairie, Thurston County.
23 An Indian employee.
24 First Sergeant James Hall, Co. M, 1st Artillery, U. S. A., of Fort Steilacoom.
25 An Indian employee.
26 Indians.

Friday 21st. Morning dull & overcast. Afternoon Fine partial Sunshine. Chaulifoux, Jollibois, Cowie and Tapou fitting up Kitchen. Edwards thrashing Wheat. Ploughing in Swamp abandoned on account of wet and fibrous nature of the soil. a gang of women with hoes breaking up land in Swamp. gang clearing & grubbing. ploughs working new land at the North End of large Enclosure, which [h]as recently been enlarged. Trudelle whose term of Service has expired Making ready for Victoria.

Saturday 22nd. Morning Slight Frost. Fine all day. Hands employed as before.

Sunday 23rd. Slight Showers rain.

Monday [*24th*]. Fine Sunny Weather. Chaulifoux, Jollibois, Cowie & Tapou erecting a Shed adjoining New Kitchen. Edwards Winnowing Wheat. Young variously employed. Indian Gang hoeing & clearing in Swamp. Oxen hauling Fence rails. Set three Indians at cutting grass in Salt marsh.[27] 2 loads carted up from beach.

Tuesday 25th. Frosty Morning. Fair all day. Chaulifoux Morning at beach repairing river boat which is to be employed in the fetching of grass from Salt Marsh. remaining hands employed as before. Water disappearing from Swamp. [Ms. Page 49.]

Wednesday 26th. Fair. Hands employed as before. 6 Carcasses of Beef sent in from the Plains. Snakes seen in the Swamp & Frogs have been heard croaking for the last fortnight.

Thursday 27th. Morning cold and Frosty. Fair all day. Chaulifoux & Tapou roofing Shed adjoining New Kitchen. Jollibois & Cowie fitting up Kitchen. Edwards & Young Salting Beef, bespoke by Mr. Simmons. Indian gang clearing in Swamp. Oxen variously employed. This morning arrived J. McPhail pr. Canoe he having left the "Orbit" who on her homeward Passage was driven by contrary winds ashore—high & dry somewhere off Whitby's[28] Island. Stock reached Victoria in safety.

Friday 28th. A continuation of Fine Weather. Hands employed as Yesterday. Oxen hauling Firewood & bringing up grass from beach. McPhail & Indian gang clearing a beautiful spot of land in Swamp.

[*To be Continued.*]

27 At the mouth of the Nisqually river.
28 Whidbey Island.

BOOK REVIEWS

Modern Democracies. By JAMES BRYCE. (New York: The Macmillan Company, 1921. Two volumes.)

This work is a comparative study of present day democratic government. It is evidently designed primarily for the general reader who wants a survey and appraisment of democratic development down to date. The countries selected for special consideration are the United States, Canada, Australia, New Zealand, France and Switzerland. In these two volumes, which are about two-thirds the size of the author's American Commonwealth, 165 pages are devoted to the government of the United States.

"What I desire", says Viscount Bryce in his preface, "is, not to impress upon my readers views of my own, but to supply them with facts, and (so far as I can) with explanations of facts on which they can reflect and from which they can draw their own conclusions." It is fortunate that he does not keep his promise in this respect, since his wide experience, wealth of information and preeminence as a student of modern democracy make his conclusions a highly important part of a work of this sort.

The author divides his discussion into three parts. Part I deals with the basic principles of democratic government, the evolution and characteristic features of democracy and its relation to religion, education and the press. Part II sketches governmental organization and practice in the six countries considered. Part III gives his conclusions. The student of political science will find the general discussion of democratic government in parts I and III the most interesting and valuable portion of this work.

He recognizes all the defects of democracy, yet his conclusions are upon the whole favorable to this form of government. One of the dangers to which he calls attention is the "concentration of power in the executive." Moreover, democracy is no longer regarded as an "End, precious in itself because it was the embodiment of liberty," but merely as a means. His general viewpoint is indicated in this statement: "However grave the indictment that may be brought against democracy, its friends can answer, 'What better alternative do you offer?' "

The tone which pervades this work is distinctly less optimistic

concerning the future of democracy than that of his earlier writings. The discouraging results of the World War are clearly reflected in his conclusions. "The question", he says, "whether men will rise toward the higher standard which the prophets of democracy deemed possible, has been exercising every thoughtful mind since August 1914, and it will be answered less hopefully now than it would have been at any time in the hundred years preceding."

J. Allen Smith.

In the Alaska-Yukon Gamelands. By J. A. McGuire. (Cincinnati: Stewart & Kidd Company, 1921. Pp. 215. $3.00).

The sixteen beautiful illustrations are from photographs by the author. These alone would prove Mr. McGuire an enthusiastic lover of wild life. Another evidence is his dedication page: "To those princely spirits of our land who have given, in time and money, that our precious wild life may be preserved to posterity this volume is affectionately dedicated by the author."

The great authority on big game, William T. Hornaday, in writing the introduction for this volume discusses the importance of the relatively recent development of the habitat groups in the best museums. In this connection he says: "Many sportsmen have gone far, risked much and toiled long in the procuring of rare animals and accessories for habitat groups. In the list of unpaid men who have done so, we find the names of Theodore Roosevelt, Col. Cecil Clay, John M. Phillips, Childs Frick, Richard Tjader, C. V. R. Radcliffe, W. S. Rainsford and the author of this volume."

The author has a racy style. After explaining why the Colorado Museum of Natural History, Denver, was ambitious to possess groups of big game from Alaska he says: "A two-and-a-half-day streak along smooth rails landed our party of four in Seattle, where we met John H. Bunch, the Sequoian chief of the Alaska Steamship Company's destinies in that district; George Allen, the vim-and-vigor merchant of that burg, and C. C. Filson, the outing goods outfitter and manufacturer of the well-known Filson Cruiser Shirt. These genial gentlemen seemed to lose all interest in their business, their families and their religion, when we struck the city, for they gave up everything for our comfort and amusement."

The story of the successful hunting is well told and much information is recorded about goat, sheep, moose and caribou. The

party was fortunate enough to discover a species of caribou new to science. This is technically described by Jessie D. Figgins, Director of the Colorado Museum of Natural History and by him named in honor of the author of the book.—*Rangifer McGuirei.* In naming the new species Mr. Figgins says:—"in honor of Mr. J. A. McGuire, of Denver, Colorado, who, as a naturalist-sportsman and editor of *Outdoor Life,* has been one of the foremost leaders in the protection of North American game animals and whose example and influence have been of inestimable value in establishing a higher standard of sportsmanship." VICTOR J. FARRAR.

Let 'Er Buck: A Story of the Passing of the Old West. By CHARLES WELLINGTON FURLONG. (New York: G. P. Putnam's Sons, 1921. Pp. 242.)

Annually, in the second week of September, at Pendleton, Oregon, occurs what is easily the most notable festival of the West, the "Round-up". There are numerous others, such as "Frontier Days" at Cheyenne, the "Stampede" at Winnipeg, the "Rodeo" at Salinas, California. Each has its distinctive slogan. At Pendleton the slogan is "Let 'er buck".

In "Let 'er Buck", the "Round-up" has found an entirely adequate and enthusiastic chronicle, from its beginning in 1910. The volume is illustrated with remarkable photographs of "bucking horses, cow-pony races, roping wild steers, bulldogging Texas longhorns, Indians, cowboys and old time scouts". These subjects make what the author would call a "red-blooded appeal to every regular he-man". He says: "This greatest of all human shows is a magnificent three-day cowboy carnival, given over to the old sports and passing life of the frontier, characteristic, unique, thrilling, a classic in which the life of the Old West stalks before us in the flesh".

No apology is given or needed for the racy colloquialism into which the author frequently falls. But in his feverish haste he sometimes throws not only moderation but grammatical sense to the winds.

The "Round-up" is neatly put in its place, historically and geographically. Most of the book is taken up with a description of the races, contests and participants, with an amount of detail and repetition which is rendered unnecessary by the full tables at the back. At the end is a glossary of cowboy slang.

CHRISTINA D. SMITH

Training for the Public Profession of the Law. By ALFRED ZANTZINGER REED. (New York: The Carnegie Foundation for the Advancement of Teaching, 1921. Pp. 498.)

Mr. Henry S. Pritchett, President of the Carnegie Foundation, in a preface entitled "Educational Surveys and Social Progress," reveals the purpose of this sort of work. He says: "Formal education, therefore, has become throughout the civilized world the universal business of society, and next to those fundamental processes by which men are fed and clothed and warmed, the business of education is the chief business of society." Extensive studies are therefore being made of the various fields of education. This particular portion of the studies was stimulated by a definite request from the American Bar Association under the date of February 7, 1913.

The large book is divided into eight "Parts", such as "Comparative Development of Law and the Legal Profession in England, Canada and the United States", "Rise and Multiplication of Law Schools;" and there are thirty-three subdivisions or chapters and an extensive appendix of five sections. The work seems most comprehensive and still promise is made of another study "dealing with the contemporary situation in greater detail."

The State of Washington is mentioned several times in the work. While discussing the system of any judge admitting a candidate to practice law, called "any court to all," the Territory of Washington is shown (page 69) to have started with that system in 1853. In 1863, the Territory of Washington advanced with others (page 91) in prescribing definite periods of study before admission to practice law. By 1870, the Territory of Washington, still without a law school, was among the States requiring the entire period of study to be under a local proctitioner, (page 247). The Universities of Minnesota and Washington are shown (page 414) to have abandoned evening instruction and to be offering only full-time work.

The other references to Washington are in the appendix. In the "Chronological List," the law school at the University of Washington is given (page 428) as started in 1899; at Gonzaga University, Spokane, in 1912, (page 429); "Tacoma School of Law, Tacoma, (University of Puget Sound, 1912; connection broken) 1913-1920," (page 430).

On page 440 two law schools now existing in the State of Washington are given as University of Washington, School of Law,

with the device II M 3, meaning that admission requires the student to have had at least two years of academic training, the law course requires the student's full time and three years of residence work to complete the law course; Gonzaga University, Department of Law, II E 4, meaning the requirement of two years of academic training for admission, instruction given in the evening or part time and four years of residence work is required to complete the law course.

Pacific Salmon Fisheries. By JOHN N. COBB. (Washington, D. C.; Government Printing Office, 1912. Pp. 268. 35 cts.)

This is listed as Bureau of Fisheries Document No. 902. It is the third edition of Mr. Cobb's valuable report and brings the statistical data up to January 1, 1920. The first edition appeared in 1911 and the second in 1917. Since then Mr. Cobb has become Director of the College of Fisheries, University of Washington. This book deals mostly with the species of fish, their culture, capture, preparation and the commerce resulting. The statistics and general information of the important industry make the work valuable also for history.

Year Book of the Washington Society of the Sons of the Revolution. By WILLIAM DAVID PERKINS, DOUGLAS CARROL CONOVER and GEORGE HYDE PRESTON, Committee. (Seattle: The Society, 1921. Pp. 62.)

Here are compiled the constitution and by-laws, lists of officers and members showing the foundation for membership of each member. The many prominent citizens whose ancestors partipated in the War for American Independence and the facts of such participation being set forth give this book a peculiar biographical importance.

Reports. By CLAUDE C. RAMSAY. (Seattle: Privately printed. Pp. 15.)

Mr. Ramsay is chairman of the Board of Commissioners of King County, Washington. This pamphlet resulted from a journey through Eastern States after which he made reports to the Board of County Commissioners of King County on "County Government

Facilities in Eastern Counties"; to the Joint Board of Commissioners of King and Pierce Counties on "Flood Control"; and to the Building Managers Association of Seattle on "Federal Buildings." The three reports are here assembled for future use and reference.

Report for 1920. By DIRECTOR F. KERMODE. (Victoria, B. C.: Provincial Museum of Natural History, 1921. Pp. 32.)

A Preliminary Catalogue of the Flora of Vancouver and Queen Charlotte Islands. By DIRECTOR F. KERMODE. (Victoria, B.C.: Provincial Museum of Natural History, 1921. Pp. 87.)

The contents of the two pamphlets may easily be inferred from the titles. They show that Washington's northern neighbor is progressing in the fields of scientific research and in the building of a substantial and serviceable museum.

Women in American History. By GRACE HUMPHREY. (Indianapolis: The Bobbs-Merrill Company, 1919. Pp. 223. $1.25, net.)

Betsy Ross, Martha Washington, Dolly Madison, Julia Ward Howe and others are subjects of the fifteen chapters. The one particularly related to the Pacific Northwest is Sacajawea. From page 80 to page 100 the interesting story of the "Bird Woman," one of the guides of the famous Lewis and Clark Expedition, is told. The author used the original journals of the Expedition, the book by James Willard Schultz, (one of the latest and best on the subject) and other works in compiling her story.

The Roosevelt Memorial Association. (New York: The Association, 1921. Pp. 36.)

Some of the most prominent men and women in contemporary American life are behind the great movement to build suitable memorials for Theodore Roosevelt This little pamphlet tells all about the organization, its officers and progress of work. There is to be a monumental memorial in Washington to rank with the Washington Monument and the Lincoln Memorial. Land is to be given and improved for a Roosevelt Memorial Park at Oyster Bay, New York. The third activity is known as the Bureau of Roosevelt Research and Information which serves to perpetuate the ideals of

Theodore Roosevelt and to spread knowledge of his character and career. A great library about the man is being collected and authoritative books about him are in preparation. In this connection an appeal is being sent around the world as follows:

"If you knew Colonel Roosevelt personally, sit down now and write the story of your acquaintance with him, telling every detail—dates, places, anecdotes.

"Send your reminicences where they may be preserved for all time. If you possess any unusual books, pamphlets, cartoons, magazine articles, clippings or photographs, dealing with Roosevelt's life or interests, send these also. They will be welcome.

"Such things may mean little to you; but they will mean much to future historians. Help us in our efforts to preserve in all its details the record of an inspiring life."

Address communications to Roosevelt Memorial Association, Inc., One Madison Avenue, New York City.

OTHER BOOKS RECEIVED

BERDAHL, CLARENCE A. *War Powers of the Executive in the United States.* (Urbana: University of Illinois, 1921. Pp. 296.)

BRUCE, ANDREW A. *Non-Partisan League.* (New York: The Macmillan Company, 1921. Pp. 284.)

EARLE, EDWARD MEAD. *An Outline of Modern History—A Syllabus with Map Studies.* (New York: The Macmillan Company, 1921. Pp. 166.)

KANSAS STATE HISTORICAL SOCIETY. *Twenty-second Biennial Report of the Board of Directors.* (Topeka: The Society, 1921. Pp. 79.)

PENCE, RAYMOND WOODBURY. *A Manual of the Mechanics of Writing.* (New York: The Macmillan Company, 1921. Pp. 211.)

THOMPSON, CHARLES MANFORD. *Elementary Economics.* (New York: Benj. H. Sanborn & Co., 1921. Pp. 420.)

THOMPSON, CHARLES MANFRED. *History of the United States, Political, Industrial, Social.* (New York: Benj. H. Sanborn & Co., 1921. Pp. 540.)

NEWS DEPARTMENT

Old Map of Fort Vancouver

An important item in the early history of Washington Territory was discovered and announced in the daily papers in July, 1921. Felix Robinson, civil engineer at Vancouver Barracks, was about to be transferred to Camp Lewis. Before leaving, he arranged the papers in his office. In doing so he came upon a pile marked for destruction and noticed an old manuscript map marked: "This is the original plan and notes made by Lieut. Colonel B. L. E. Bonneville, 4th Infy. after his survey of the Military Reservation of Fort Vancouver in 1854. The notes in the left hand margin are in his handwriting. Theodore J. Eckerson, U. S. K. Ordnance, U. S. A. in charge of Vancouver Ordnance Depot."

The old document was rescued. It was called to the attention of Mr. Glenn N. Ranck, President of the Vancouver Historical Society, and his fellow veteran of the Spanish-American War, Mr. J. Grant Hinkle, now Secretary of State for the State of Washington, became interested. The precious old map was reproduced and Mr. Hinkle has sent a copy to the editor of this *Quarterly*.

Across the northeastern portion of the map appears "Ordnance Reserve" and under that inscription is written and signed: "Approved and will be reserved for an Ordnance Depot. John G. Wool, Major General." General Wool, one of the heroes of the Mexican War, was at that time in charge of all troops on the Pacific Coast with headquarters in San Francisco. Later he and Governor Isaac I. Stevens had unpleasant altercations over the Indian wars.

The handwriting of Colonel Bonneville is even more interesting to people in the Pacific Northwest. He was made famous by Washington Irving in the book "Adventures of Captain Bonneville." For a time Great Salt Lake was called "Lake Bonneville." An original document associating Washington history with General Bonneville is certainly well worth preserving. Near the southwestern corner of the map is figured a tree which the notes call "Balm of Gilead." It is evidently the old "Initial Tree," a cottonwood which fell only a few years ago and was cut up for relics.

The west line of the reservation deviates from a true north-and-south direction. Local tradition at Vancouver maintained that it was the result of ignorance of the fact that the compass deviates

to that extent. The tradition was destroyed in the summer of 1901. Professor Edmond S. Meany was then lecturing before the Clarke County Teachers' Institute and was given the privilege of examining the "Detained Papers" stored in headquarters of Vancouver Barracks. There he found and copied an important letter relating to this very survey and map. The letter is dated "Fort Vancouver, W. T., December 31, 1853." It is addressed to "Ogden, Govr. P. S. Chief Factor H. B. Co. Fort Vancouver, W. T." and is signed: "I am sir, very respectfully, your obt. servant, B. L. E. Bonneville, Lt. Col. 4 Infy." For its value with the newly discovered map the letter is here reproduced in full:

"Dear sir:—Some time ago I had the honor to call upon you and inform you that I had received instructions to lay off at this post a military reservation of six hundred and forty acres—taking the flag staff as the point of commencement. I thought it probable that you might have had some suggestions to make in relation to the subject, so far as the interests of the Hudson's Bay Company were concerned, and would have been very happy to have received them.

"As you expressed no wishes in the matter I requested more detailed instructions from the General Commanding the Department of the Pacific particularly as to whether or not the buildings of the H. B. Co. were to be embraced within the limits of the reserve. The General directs me to protect the improvements of the H. B. Co. With a view to do this I shall cause the reserve to be laid off as follows,

"The Eastern and Western boundaries commencing at the river bank, the former about one hundred yards east of the pickets of the H. B. Company's fort, and the latter about the same distance west of the wharf, and running about fifteen degrees east of north so as to pass the flanks of the U. S. barracks at equal distances, and thus continue until six hundred and forty acres shall be embraced within them and the line connecting their northern extremities—the river bank being taken as the southern boundary.

"As it is probable that the northern boundary will not pass more than three hundred yards in rear of the barracks you will see that if we wish to include the barracks we cannot lay off a longer front on the river.—Within the limits of the reserve will be embraced all the buildings of the H. B. Co. most likely to be used by the Government should the buildings and other improvements of the Company ever be sold.

"I will be happy to have you appoint some one in behalf of the H. B. Co. to accompany the surveyors while they are engaged in laying off the reserve.

"As the saw and grist mills of the H. B. Co. five miles above this place are moved by valuable water power and have been much improved I shall recommend that the land on which they are situated be reserved for military purposes."

To comprehend the full meaning of that letter, it should be remembered that the Treaty of 1846, fixing the northern boundary of the United States along the forty-ninth parallel of north latitude, also provided that the improvements of the Hudson's Bay Company and the Puget's Sound Agricultural Company should be paid for by the United States. The adjustment of the claims dragged on for more than twenty years, during which the two companies occupied their holdings at Fort Vancouver, Fort Nisqually and elsewhere. A treaty for payment was signed in 1863 and the award was finally made on September 10, 1869. That award gave to the Hudson's Bay Company $450,000 and to the Puget's Sound Agricultural Company $200,000.

For those interested in securing copies of the old map, it may be added that Secretary of State Hinkle gives the information that the negative for reproductions is in possession of H. W. Arnold, Vancouver, Washington.

Government Charts

The articles on the "Origin of Washington Geographic Names," have received attention from the United States Coast and Geodetic Survey. The Director of that important Bureau of the Department of Commerce has asked for cooperation in the matter of place names and has extended valuable assistance by forwarding the latest charts to complete the file at the Seattle end of the work.

Mountain Monument

The Mountaineers and The Mazamas have combined to erect a monument at the head of the Sluiskin Falls, on Mazama Ridge, Mount Rainier. The first successful ascent of Mount Rainier was made on August 17, 1870, by General Hazard Stevens and P. B. Van Trump. The Indian guide Sluiskin waited for the climbers at their camp. The falls were named for the Indian. On August 17, 1918,

General Stevens participated in a celebration of his achievement on the mountain and identified the site of that historic camp. Mr. A. H. Albertson drew the design for a large memorial seat to be constructed of native rocks at the site so visitors can sit and look directly at the route followed in making the ascent.

Peace Portal

One of the most interesting recognitions of history in the Pacific Northwest was the dedication, on September 6, 1921, of the Peace Portal on the Canadian boundary. An account of the ceremonies is given elsewhere in this issue.

Vancouver Cruise

From August 23 to 27, a party of thirty interested in history cruised over the route followed by Captain George Vancouver in 1792 when he discovered and explored Puget Sound. Major E. S. Ingraham in his little steamer *Volante* furnished the means of transportation. Mrs. Fred. Wonser originated and managed the expedition. Professor Edmond S. Meany, on board the boat and at each evening's campfire on shore, discussed the historic places visited.

Pioneer Meeting

The pioneers in Pacific County held their annual reunion near South Bend. The principal speaker was Mr. Frederick V. Holman, of Portland, Oregon, who was born in Pacific County while it was still a part of Oregon, mother of the Northwestern States.

Death of a Pioneer

Mr. Jacob A. Meyers, of Meyers Falls, sends the information that John Victor Campbell died at Lillooet, British Columbia, on February 19, 1921. Mr. Campbell was a member of the Sinclair party, an overland emigration along the old Hudson's Bay Company route from Manitoba to Spokane in 1854. His reminiscences were recorded by William S. Lewis of Spokane and published in this *Quarterly*, Volume VII., pages 187-201. Mr. Campbell's portrait and a brief biography appeared in the Seattle *Post-Intelligencer* May 31, 1916. A son, Duncan Campbell, lives at Ronan Montana. An adopted daughter, Mrs. Lizzie Wing, wrote to Mr. Meyers that pioneers assembled from many places to pay their last respects to their old companion.

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VOL. XII. NO. 1 JANUARY, 1921

12

ISSUED QUARTERLY

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Contents

JOHN BOIT . . . . . A New Log of the Columbia 3

F. W. HOWAY, F. R. S. C. . . . Authorship of the Anonymous Account of Captain Cook's Last Voyage. 51

EDMOND S. MEANY . . . . . Origin of Washington Geographic Names 59

DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 68

BOOK REVIEWS 71

NEWS DEPARTMENT 78

THE WASHINGTON UNIVERSITY
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ISSUED QUARTERLY

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Contents

VICTOR J. FARRAR ..... Joseph Lane McDonald and the Purchase of Alaska 83

MARIAN CORDZ ..... Bibliography of Railroads in the Pacific Northwest 91

EDMOND S. MEANY ..... Origin of Washington Geographic Names 115

DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 137

BOOK REVIEWS 149

NEWS DEPARTMENT 157

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ISSUED QUARTERLY
Two Dollars per Year

Contents

JUNIUS THOMAS TURNER . . Facts About George Washington 163
S. E. MORISON . . . . . Boston Traders in Hawaiian Islands, 1789-1823 166
JAMES SWEENEY . . . . . Narrative 202
EDMOND S. MEANY . . . . . Origin of Washington Geographic Names 211
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 219
BOOK REVIEWS 220
NEWS DEPARTMENT 239

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STATE HISTORICAL SOCIETY
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ISSUED QUARTERLY

Two Dollars per Year

Contents

F. W. HOWAY ..... Captains Gray and Kendrick: The Barrell Letters 243
W. P. BONNEY ..... Naming Stampede Pass 272
JOHN T. CONDON ..... The Oregon Laws of 1845 279
PEACE PORTAL COMMITTEE The Peace Portal 283
EDMOND S. MEANY ..... Origin of Washington Geographic Names 288
DOCUMENTS—The Nisqually Journal, Edited by Victor J. Farrar 300
BOOK REVIEWS 304
NEWS DEPARTMENT 311
INDEX 315

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STATE HISTORICAL SOCIETY
UNIVERSITY STATION
SEATTLE, WASHINGTON

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Principal Articles in the Washington Historical Quarterly

VOLUMES I-X

(See issue for October, 1919)

VOLUME XI

The Voyage of the Hope—*F. W. Howay*

Francis Heron, Fur Trader: Other Herons—*William S. Lewis*

Death of E. O. S. Scholefield—*C. B. Bagley*

Pioneer and Historical Societies of Washington—*Victor J. Farrar*

Origin of Washington Geographic Names—*Edmond S. Meany*

Reopening of the Russian-American Convention of 1824—*Victor J. Farrar*

Beginning of Mission Work in Alaska—*William S. Holt*

Captain Vancouver's Grave—*Anne Merrill*

David Thompson's Journeys in Idaho—*T. C. Elliott*

John Work's Journal of a Trip from Fort Colville to Fort Vancouver and Return in 1828—*William S. Lewis* and *Jacob A. Meyers*

Mounment to Captain Hembree—*William P. Bonney*

Shipbuilding in the Pacific Northwest—*Helen D. Goodwin*

Beginning of Militia in Washington—*George Gibbs*

First Militia Companies in Eastern Washington Territory—*William S. Lewis*

Judge E. P. Oliphant—*James E. Babb*

Bibliography of the Anthropology of the Puget Sound Indians—*J. D. Leechman*

DOCUMENT—The Nisqually Journal, continued.

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Seattle, Washington.

Announcement

¶Judge F. W. Howay, of the Supreme Court, New Westminster, British Columbia, well known to readers of this Quarterly, furnishes an important article on the explorations by the American Captains Gray and Kendrick. Historical studies by Judge Howay are always welcome.

¶Those familiar with the early history of Washington Territory or with Captain (later General) B. L. E. Bonneville, will find an interesting item in the News Department of this issue. Thanks are due Hon. J. Grant Hinkle, Secretary of State for the State of Washington, for sending a copy of the recently discovered Bonneville map of Fort Vancouver.

¶Mr. W. P. Bonney, Secretary of the Washington State Historical Society, has combined personal memories and documents in the interesting story of "Naming Stampede Pass."

¶John T. Condon, who writes on "The Oregon Laws of 1845" is Dean of The School of Law, University of Washington.

¶The annual index appearing in this issue was prepared, as in former years, by Charles W. Smith, Associate Librarian, University of Washington.

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